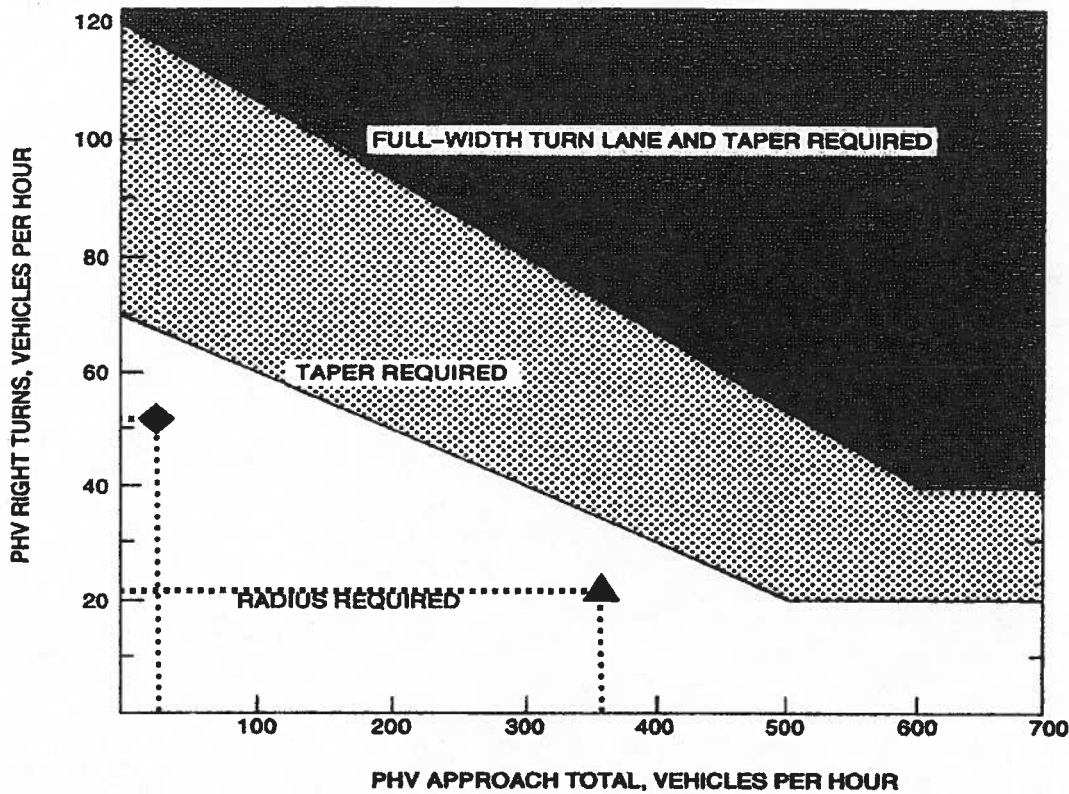


Total (2010) Right Turn Warrant @ E Colonial Hwy/Site Driveway

Design Year: 2010



	Peak Hour:	AM ▲	PM ◆
E Colonial Hwy Westbound Approach:	51 VPH		360 VPH
Right Turns	35 VPH		21 VPH
% Right Turns	68.6%		5.8%

Figure Source: VDOT Road Design Manual, Calculations by PHR+A

Right Turn Lane Warrant - Not Satisfied

LEGEND

PHV - Peak Hour Volume (also Design Hourly Volume equivalent)

Adjustment for Right Turns

For posted speeds at or under 70 km/h (45 mph), PHV right turns > 40, and PHV total < 300.

Adjusted right turns - PHV Right Turns - 20

If PHV is not known use formula: $PHV = ADT \times K \times D$

K = the percent of AADT occurring in the peak hour

D = the percent of traffic in the peak direction of flow

Note: An average of 11% for K x D will suffice.

FIGURE C-1-8 GUIDELINES FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)

Table 10
Turn Lane Calculations

Site Entrance on Business Route 7
Turn Bay Length Requirements and Accommodations

Location	Storage Length (95% Queue)*	Deceleration Length	Taper	Maximum Length (Storage + Deceleration + Taper)	Alternative Length (Storage + Deceleration)	Provided**	Comments
East Colonial Hwy/Site Entrance							
Design Speed		55 MPH					
EBL	100 ft.	485 ft.	180 ft.	765 ft.	585 ft.	510 ft.	Substandard @ 55 MPH
WBR	25 ft.	485 ft.	180 ft.	690 ft.	510 ft.	600 ft.	Substandard @ 55 MPH
Site Entrance							
SBL	40 ft.	170	0	210 ft.	210 ft.	120 ft.	Substandard @ < 30 MPH
SBR	25 ft.	170	100	295 ft.	195 ft.	120 ft.	Substandard @ < 30 MPH
Transition Left turn lane @ MUTCD shift							
EBL			660			600 ft.	

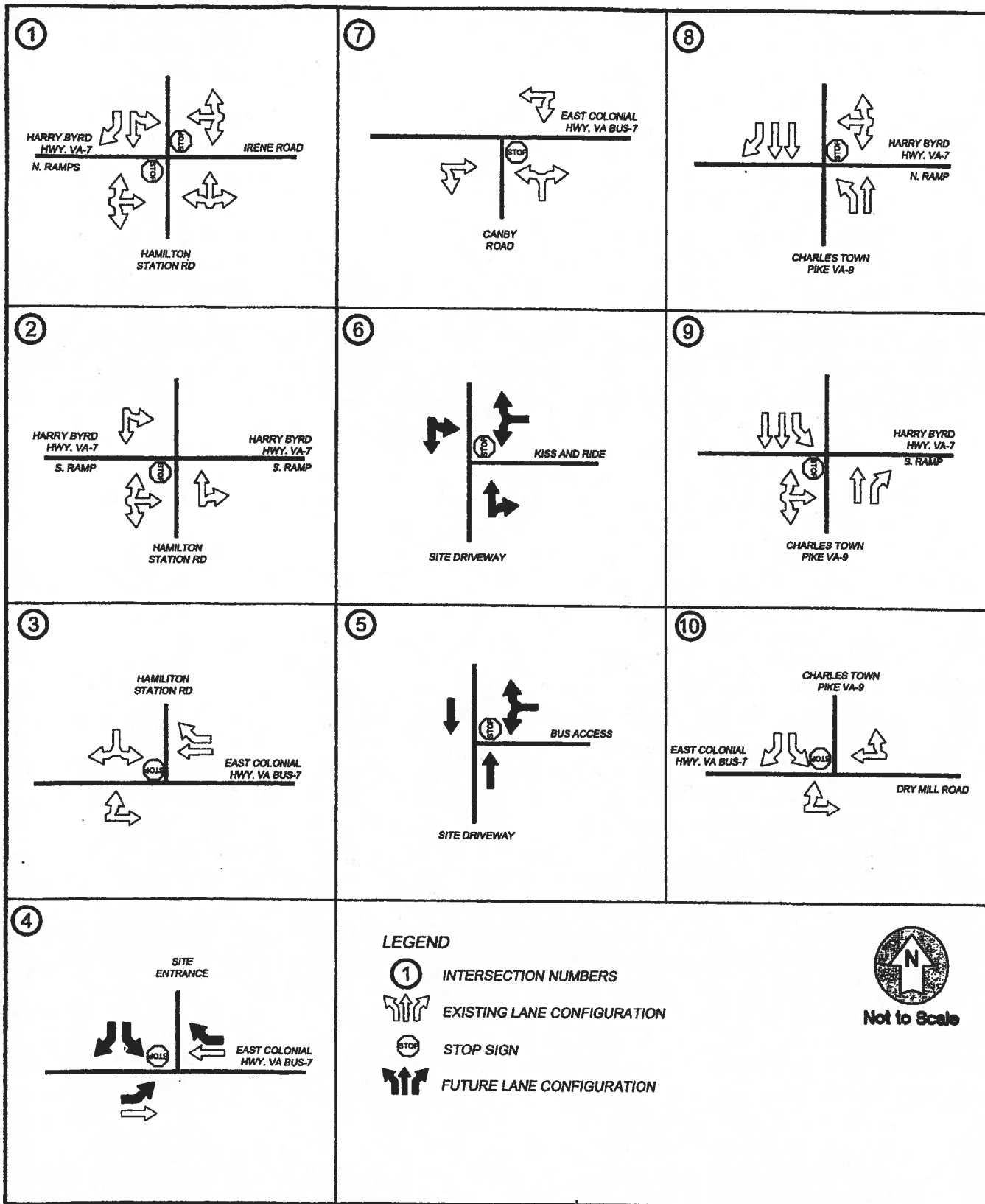
600 ft. Substandard Provided vs. Alternative Storage length

**Taper included in Deceleration Length.

Location	Storage Length (95% Queue)*	Deceleration Length	Taper	Maximum Length (Storage + Deceleration + Taper)	Alternative Length (Storage + Deceleration)	Provided**	Comments
East Colonial Hwy/Site Entrance							
Design Speed		50 MPH					
WBL	100 ft.	410 ft.	180 ft.	690 ft.	510 ft.	510 ft.	Proposed Design Speed Reduction from 55 MPH, proximity to Town, State
EBR	25 ft.	410 ft.	180 ft.	615 ft.	435 ft.	600 ft.	Scenic Hwy
Site Entrance							
SBL	40 ft.	170	0	210 ft.	210 ft.	120 ft.	Substandard @ < 30 MPH
SBR	25 ft.	170	100	295 ft.	195 ft.	120 ft.	Substandard @ < 30 MPH
Transition Left turn lane @ MUTCD shift							
EBL			600			600 ft.	

Location	Storage Length (95% Queue)*	Deceleration Length	Taper	Maximum Length (Storage + Deceleration + Taper)	Alternative Length (Storage + Deceleration)	Provided**	Comments
East Colonial Hwy/Site Entrance							
Design Speed		50 MPH					
WBL	100 ft.	350 ft.	100 ft.	550 ft.	450 ft.	510 ft.	BASED ON OLD VDOT SPECS FOR NORTHERN VIRGINIA
EBR	25 ft.	350 ft.	100 ft.	475 ft.	375 ft.	600 ft.	

Left Turns In AM 156 Actual Distribution (Park&Ride/Fields) 75.6%
Left Turns Out AM 162 Actual Distribution (Park&Ride/Fields) 24.1%



PHR+A Future Roadway Lane Geometry
 Scott Jenkins Memorial Park

FIGURE 14
 February 2009
 13678-2 v

Table 4B

February 2009

Background 2020 Intersection Level of Service

Scenario		2020		2020		2020	
Intersection	Lane Group	AM Peak Background		PM Peak Background		Sat Peak Background	
		LOS	Delay	LOS	Delay	LOS	Delay
1 VA RT 7 N Ramps/Irene Rd/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	11.5	B	11.3	B	10.5
	EB	B	11.5	B	11.3	B	10.5
	WBLTR	C	16.1	C	18.7	B	12.9
	WB	C	16.1	C	18.7	B	12.9
	NBLTR	A	2.1	A	3.1	A	1.1
	NB	A	2.1	A	3.1	A	1.1
	SBLT	A	0.2	A	0.4	A	0.7
2 VA RT 7 S Ramps/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	C	18.7	C	15.7	B	11.3
	EB	C	18.7	C	15.7	B	11.3
	SBLT	A	4.1	A	0.6	A	1
	SB	A	4.1	A	0.6	A	1
3 E Colonial Hwy/Hamilton Station Rd <i>Unsignalized</i>	EBLT	A	2.5	A	7.6	A	4.2
	EB	A	2.5	A	7.6	A	4.2
	SBLR	D	26.2	C	23.4	B	12
	SB	D	26.2	C	23.4	B	12
7 E Colonial Hwy/Canby Road <i>Unsignalized</i>	WBLT	A	0.5	A	0.3	A	0.8
	WB	A	0.5	A	0.3	A	0.8
	NBLR	C	18.9	B	12.7	A	10.7
	NB	C	18.9	B	12.7	A	10.7
8 VA RT 7 N Ramps/VA RT 9 <i>Unsignalized</i>	WBLTR	D	28.7	F	N/A	F	155.3
	WB	D	28.7	F	N/A	F	155.3
	NBL	C	20.1	A	9.9	B	10.6
9 VA RT 7 S Ramps/VA RT 9 <i>Unsignalized</i>	EBLTR	F	N/A	F	1061.3	F	N/A
	EB	F	N/A	F	1061.3	F	N/A
	SBL	F	364.2	C	18.7	C	17.8
10 E Colonial Hwy/Dry Mill Rd/VA RT 9 <i>Unsignalized</i>	EBLT	A	6	A	9.3	A	6
	SBL	F	881.6	C	24.8	C	15.6
	SBR	A	8.7	C	17.4	A	9.1
	SB	F	760.5	C	18.6	B	11.1

Total 2020 Intersection Level of Service

Scenario		2020		2020		2020	
Intersection	Lane Group	AM Peak Total		PM Peak Total		Sat Peak Total	
		LOS	Delay	LOS	Delay	LOS	Delay
1 VA RT 7 N Ramps/Irene Rd/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	11.9	B	12.4	B	10.9
	EB	B	11.9	B	12.4	B	10.9
	WBLTR	C	17.3	C	24.7	B	13.9
	WB	C	17.3	C	24.7	B	13.9
	NBLTR	A	2.5	A	3.8	A	1.5
	NB	A	2.5	A	3.8	A	1.5
	SBLT	A	0.1	A	0.3	A	0.6
2 VA RT 7 S Ramps/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	C	20.2	C	17.9	B	11.5
	EB	C	20.2	C	17.9	B	11.5
	SBLT	A	4	A	0.6	A	0.9
	SB	A	4	A	0.6	A	0.9
3 E Colonial Hwy/Hamilton Station Rd <i>Unsignalized</i>	EBLT	A	2.5	A	8.2	A	4.3
	EB	A	2.5	A	8.2	A	4.3
	SBLR	F	141.8	F	140.9	C	16.6
	SB	F	141.8	F	140.9	C	16.6
4 E Colonial Hwy/Site Entrance <i>Unsignalized</i>	EBL	A	7.7	A	9	A	7.7
	SBL	E	35.4	C	19.3	B	13.3
	SBR	A	8.8	B	14	A	9.2
	SB	C	18.1	C	15.3	B	10.9
5 Site Entrance/Bus Access <i>Unsignalized</i>	WBLR	A	9.6	B	10.3	A	0
	WB	A	9.6	B	10.3	A	0
6 Site Entrance/Kiss & Ride Access <i>Unsignalized</i>	WBLR	A	9.1	B	10.1	A	0
	WB	A	9.1	B	10.1	A	0
	SBLT	A	0	A	0	A	0
7 E Colonial Hwy/Canby Road <i>Unsignalized</i>	WBLT	A	0.3	A	0.3	A	0.6
	WB	A	0.3	A	0.3	A	0.6
	NBLR	C	19.9	B	14.3	B	11.3
	NB	C	19.9	B	14.3	B	11.3
8 VA RT 7 N Ramps/VA RT 9 <i>Unsignalized</i>	WBLTR	D	32.6	F	N/A	F	183.5
	WB	D	32.6	F	N/A	F	183.5
	NBL	C	20.5	B	10.5	B	10.7
9 VA RT 7 S Ramps/VA RT 9 <i>Unsignalized</i>	EBLTR	F	N/A	F	1390.5	F	N/A
	EB	F	N/A	F	1390.5	F	N/A
	SBL	F	374.7	C	20.8	C	19.2
10 E Colonial Hwy/Dry Mill Rd/VA RT 9 <i>Unsignalized</i>	EBLT	A	6.2	B	10.3	A	6.2
	SBL	F	955.6	D	29.2	C	16.8
	SBR	A	9	C	20.8	A	9.2
	SB	F	737.4	C	21.7	B	11



COMMONWEALTH of VIRGINIA

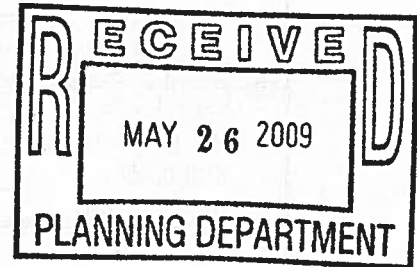
DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

May 20, 2009

Ms. Jane McCarter
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000



Re: Scott Jenkins Memorial Park (was Hamilton Youth Sports)
Loudoun County Application Numbers SPEX 2009-0004, SPEX 2009-0015,
and CMPT 2009-0003

Dear Ms. McCarter:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the above application and traffic impact analysis were received by the Virginia Department of Transportation (VDOT) for review on April 8, 2009 and April 10, 2009.

We have evaluated the application and related traffic impact analysis and prepared comments on the results of our evaluation. The comments present our key findings as well as detailed comments on the future transportation improvements which will be needed to support the current and planned development in the study area.

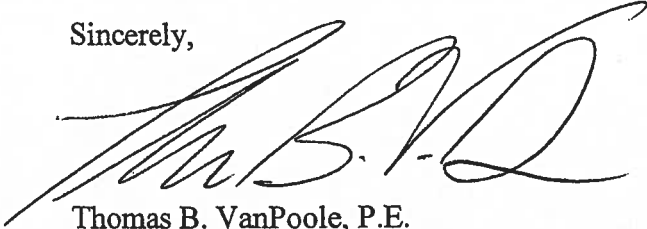
Our comments are attached to assist the Loudoun County Planning Commission and Board of Supervisors in their decision making process regarding the application.

Please arrange to have these comments included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this application. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

Scott Jenkins Park
May 20, 2009
Page 2

If you have any questions, please call me at (703) 383-2424.

Sincerely,

A handwritten signature in black ink, appearing to read 'T.B. VanPoole'. The signature is fluid and cursive, with the first name 'Thomas' and last name 'VanPoole' clearly distinguishable.

Thomas B. VanPoole, P.E.
Senior Transportation Engineer

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COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

May 20, 2009

Ms. Jane McCarter
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Scott Jenkins Memorial Park (was Hamilton Youth Sports)
Loudoun County Application Numbers SPEX 2009-0004, SPEX 2009-0015,
and CMPT 2009-0003

Dear Ms. McCarter:

We have reviewed the above applications as requested in your April 3, 2009 transmittal (received April 8, 2009) and the April 10, 2009 Chapter 527 transmittal. We offer the following comments:

Traffic Impact Analysis Comments:

1. Results of the analysis indicate that the following intersections will deteriorate as a result of the traffic generated by the proposed development:
2. Intersection 3 – Business Route 7 and Hamilton Station Road (Rt. 704) – The operation of this intersection is acceptable under the existing and 2010 scenarios, however it fails during the 2020 conditions. The traffic impact analysis has examined some options for mitigation including a mini roundabout however a more detailed analysis that includes right-of-way availability and geometrical and environmental constraints should be performed to determine optimum mitigation measure. A pro-rata share based contribution for mitigation is suggested in the study.
3. Intersection 8 – Route 7 northbound ramps and Route 9 – The Saturday operation of this intersection is acceptable during the existing and 2010 conditions, however it fails in the 2020 condition as a result of the additional traffic generated/attracted to the proposed site as well as the ambient traffic growth. It should be noted that this intersection currently shows poor levels of service in the p.m. peak period and will continue to fail in 2010 and 2020 conditions with or without the development. Thus, the traffic impact analysis has not recommended any improvements.

Scott Jenkins Park
May 20, 2009
Page 2

4. Intersection 10 – Business Route 7 and Dry Mill Road (Rt. 669) – The traffic impact analysis has examined some mitigation measures at this intersection and concludes that an all way stop sign and separate turn lanes would improve the operation of failing movements. A pro-rata share base contribution to the additional turn lane is suggested in the traffic impact analysis.

Planning Comments:

5. Site Trip Generation, page 39 and Table 5:

6. All trip rates assumed are for soccer fields (Table 5) while this plan has four fields (1 baseball and 3 smaller softball) in addition to one rectangular (presumably for soccer). Comparing ITE (*Trip Generation* 8th edition) trip rates for County Parks with the soccer complex (4th paragraph) while ITE does not define County Parks as ball fields does not justify conservativeness of the trips as stated by the study (same paragraph).

7. Study refers to a traffic impact analysis for Fauquier Northern Area Park, prepared by Kellerco. Please provide a copy as part of the appendice.

8. Trip distributions and growth factor assumed (4%) by the study is in line with the expected growth in western Loudoun County.

9. Comments 6 and 7 should be addressed and the traffic impact analysis resubmitted.

Concept Plan Comments:

10. The exact configuration and width of the divided multilane entrance will be determined at site plan review.

11. The bus entrance should be configured to facilitate left turns into the site.

12. Turn lane and taper lengths appear to be satisfactory.

13. The multi-use trail should be 10' wide rather than 8'.

If you have any questions, please call me at (703) 383-2424.

Sincerely,



Thomas B. VanPoole, P.E.
Senior Transportation Engineer

cc: Marc Lewis-Degrace

A-59



Loudoun County Health Department

P.O. Box 7000
Leesburg VA 20177-7000




Environmental Health
Phone: 703 / 777-0234
Fax: 703 / 771-5023

Community Health
Phone: 703 / 777-0236
Fax: 703 / 771-5393

6 April 2009

MEMORANDUM TO: Jane Marie McCarter, Project Manager
Department of Building & Development, **MSC 62**

FROM:  Matthew D. Tolley
Sr. Env. Health Specialist
Division of Environmental Health, **MSC 68**

SUBJECT: **SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003; Scott Jenkins Memorial Park**
LCTM: 37/58A & 58B (PIN 346-35-3765 & 346-36-7436)

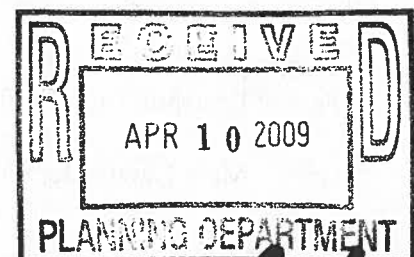
The Health Department recommends denial of this application. The applicant has not begun the complex process necessary to fulfill the sewage disposal and well water needs for the application. Those details normally associated with the site plan stage are crucial for this application since the location of the ball fields, parking areas and concession stands all hinges on the approved location of the sewage and water facilities. The plat reviewed was prepared by Patton, Harris Rust & Associates and was dated February 2009.

Attachments Yes ☐ No ☒

If further information or clarification on the above project is required, please contact Matt Tolley at 771-5248.

MDT/JEL/mt
c:subdygd.ref







LOUDOUN COUNTY, VIRGINIA
Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359



Memorandum

To: Jane McCarter, Project Manager
From: Maria Figueroa Taylor, Fire-Rescue Planner
Date: May 8, 2009
Subject: Scott Jenkins Memorial Park
SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003

Thank you for the opportunity to review the above captioned application. The Fire and Rescue Planning Staff, in agreement with the Fire Marshal's Office, has no objection to the applications as presented.

The Fire-Rescue GIS and Mapping coordinator offered the following information regarding estimated response times:

PIN	Project name	Hamilton VFRC Station 5/17 Travel Time
346-35-3765	Scott Jenkins Memorial Park	56 seconds

The Travel Times for each project were calculated using ArcGIS and Network Analyst extension to calculate the travel time in minutes. To get the total response time another two minutes were added to account for dispatching and turnout. This assumes that the station is staffed at the time of the call. If the station is unoccupied another one to three minutes should be added.

Project name	Hamilton VFRC Station 5/17 Response Times
Scott Jenkins Memorial Park	2 minutes, 56 seconds

If you have any questions or need additional information, please contact me at 703-777-0333.

c: Project file

Teamwork * Integrity * Professionalism * Service

A-61



**COUNTY OF LOUDOUN
PARKS, RECREATION AND COMMUNITY SERVICES
REFERRAL MEMORANDUM**

To: Jane McCarter, Project Manager, Planning Department (**MSC #62**)

From: Mark A. Novak, ASLA, Park Planner, Facilities Planning and Development (**MSC #78**)

CC: Diane Ryburn, Director
Steve Torpy, Assistant Director
Su Webb, PROS Board, Chairman, Catoctin District
James E. O'Connor, PROS Board, Open Space Member
Bob Wright, PROS Board, Open Space Member
Brian Fuller, Park Planner

Date: May 11, 2009

Subject: SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park

Election District: Catoctin **Sub Planning Area:** Route 7 West

MCPI # 346-35-3765, 346-36-7436

BACKGROUND:

Loudoun County Department of Parks, Recreation and Community Services were approached by Dennis and Linda Virts of Waterford, Virginia in 2007 regarding a donation of land for use as a sports park. The couple had been active participants and supporters of youth sports in Loudoun County for many years and wanted to give back to the community by helping meet the need for more ball fields. The Virts formally presented their intent to donate 25.5 acres to the County at the Board of Supervisors' meeting on July 1, 2008. The Board of Supervisors voted to purchase an additional 11.43 acres from the Virts to bring the total are of the park to 36.9 acres.

The Board has committed to funding phase one which includes a commuter parking lot and a 90-foot baseball field, and permitting the family to place a memorial at the park site, which will be named "Scott Jenkins Memorial Park". When completed the park will include four lighted baseball/softball fields, a lighted multi-purpose field and a commuter park and ride for 250 cars.

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SPEX 2009-0004, SPEX 2009-0015,
CMPT 2009-0003
Scott Jenkins Memorial Park
May 11, 2009
Page 2 of 2

Loudoun County Department of Capital Construction has been tasked with the development of the park and a commuter park and ride for the Department of Parks, Recreation and Community Services and the Office of Transportation Services. A Special Exception (SPEX) and Commission Permit (CMPT) are required to allow for active recreational as well as a Commuter Parking Lot on the 36 acre subject site located on the north side of Colonial Highway (Business Route 7) and the south side of Harry Byrd Highway (Route 7 By-Pass) approximately .8 miles east of the Town of Hamilton.

As co-applicant the Department of Parks Recreation and Community Services ask for a favorable recommendation to allow for the establishment of an Active Recreation park as well as a Commuter Parking Lot to serve the needs of the ever-growing population of western Loudoun.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 703-737-8992, or via e-mail at mark.novak@loudoun.gov. I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

A-63

Important! The adopted Affidavit and Reaffirmation of Affidavit forms shall not be altered or modified in any way. Any form that is altered or modified in any way will not be accepted.

REAFFIRMATION OF AFFIDAVIT

In reference to the Affidavit dated _____
(enter date of affidavit)

For the Application **Scott Jenkins Memorial Park**, with Number(s) **SPEX 2009-0015, SPEX 2009-0004, CMPT 2009-0003**

I, Mark W. Thomas, do hereby state that I am an

(check one) XX Applicant (must be listed in Paragraph C of the above-described affidavit)
 _____ Applicant's Authorized Agent (must be listed in Paragraph C of the above-described affidavit)

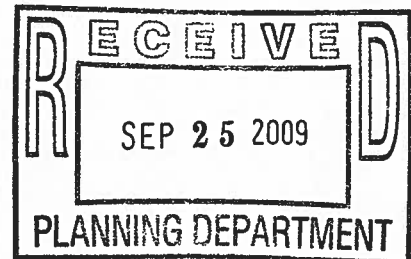
And that to the best of my knowledge and belief, the following information is true:

(check one) _____ I have reviewed the above-described affidavit, and the information contained therein is true and complete as of _____, or;
(today's date)

_____ XX I have reviewed the above-described affidavit, and I am submitting a new affidavit which includes changes, deletions or supplemental information to those paragraphs of the above-described affidavit indicated below:

(Check if applicable)

_____ Paragraph C-1
XX Paragraph C-2
_____ Paragraph C-3
_____ Paragraph C-4(a)
_____ Paragraph C-4(b)
_____ Paragraph C-4(c)



WITNESS the following signature:

Mark W. Thomas
check one: [] Applicant or [X] Applicant's Authorized Agent
MARK W THOMAS
(Type or print first name, middle initial and last name and title of signee)

Subscribed and sworn before me this 24th day of September, 2009, in the State/Commonwealth of Virginia, in the County/City of Loudoun.

Krista McElhara
Notary Public

My Commission Expires: 6-30-13

Notary Registration Number: 35671



A-64

I, Mark W. Thomas, do hereby state that I am an
___ Applicant

___ ☒ Applicant's Authorized Agent listed in Section C.1. below

in Application Number(s): **SPEX 2009-0015, SPEX 2009-0004, CMPT 2009-0003**

and that to the best of my knowledge and belief, the following information is true:

C. DISCLOSURES: REAL PARTIES IN INTEREST AND LAND USE PROCEEDINGS

1. REAL PARTIES IN INTEREST

The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS** and **LESSEES** of the land described in the application* and if any of the forgoing is a **TRUSTEE**** each **BENEFICIARY** of such trust, and all **ATTORNEYS**, and **REAL ESTATE BROKERS**, and all AGENTS of any of the foregoing.

All relationships to the persons or entities listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together (ex. Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner, etc.) For a multiple parcel application, list the Parcel Identification Number (PIN) of the parcel(s) for each owner(s).

PIN	NAME (First, M.I., Last)	ADDRESS (Street, City, State, Zip Code)	RELATIONSHIP (Listed in bold above)
346-35-3765 346-36-7436	Loudoun County Board of Supervisors	1 Harrison Street, SE 5th Floor Leesburg, Virginia 20177	Title Owners
	Loudoun County Office Of Capital Construction (OCC) <ul style="list-style-type: none">• Matthew Kitchen• Lewis Rauch	211 Gibson Street, N.W. Suite 123 Leesburg, Va 20176	Project Managers
	Patton Harris Rust + Associates <ul style="list-style-type: none">• Mark Thomas• Douglass Kennedy• Fred Ameen	208 Church Street, SE Leesburg VA 20175	Prime Consultant

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** In the case of a TRUSTEE, list Name of Trustee, name of Trust, if applicable, and name of each beneficiary.

Check if applicable:

XX There are additional Real Parties in Interest. See Attachment to Paragraph C-1.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Loudoun County

Loudoun County Board of Supervisors

1 Harrison Street, SE, 5th Floor

Leesburg Virginia 20177

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

☐ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

<i>SHAREHOLDER NAME</i> <i>(First, M.I., Last)</i>	<i>SHAREHOLDER NAME</i> <i>(First, M.I., Last)</i>
Scott K. York, Chairman (At Large)	Stevens Miller
Susan Klimek Buckley	Kelly Burk
Jim Burton	Andrea McGimsey
Lori Waters	Eugene Delgaudio
Sally R. Kurtz	

Names of Officers and Directors:

<i>NAME</i> <i>(First, M.I., Last)</i>	<i>Title</i> <i>(e.g. President, Treasurer)</i>

Check if applicable:

☒ *There is additional Corporation Information. See Attachment to Paragraph C-2.*

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Patton Harris Rust & Associates (PHR+A) 208 Church Street, SE Leesburg, VA 20175

Description of Corporation:

XX *There are 100 or fewer shareholders and all shareholders are listed below.*

There are more than 100 shareholders and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation and no shareholders are listed below.

There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
Fred D. Ameen, Jr.**	Michael A. Hammer
Michael G. Baker**	Christopher Holt**
Thirumalainivas Bhakthavatsaiam	Paul Dec Holt, Jr.
John F. Callow**	Mark Jerussi
Helman A. Castro	Ralph T. Jones**
Frank H. Donaldson*	
Timothy F. Fletcher	Douglas R. Kennedy**
Bruce J. Frederick**	Graeme C. Lake

Continued on Next Page

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)
Thomas D. Rust, PE, AICP	Chairman of the Board, Sr. Vice Pres.
Charles B. Perry, II	Chief Executive Officer
Christopher Holt	Chief Financial Officer, Vice President
Susan S. Wolford	Treasurer, Vice President
Thomas L. Osborne	Secretary, Vice President

Continued on Next Page

Check if applicable:

XX There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above) Continued

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, **and if such corporation is an owner of the subject land**, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Patton Harris Rust & Associates (PHR+A) 208 Church Street, SE Leesburg, VA 20175

Description of Corporation:

XX *There are 100 or fewer shareholders and all shareholders are listed below.*

There are more than 100 shareholders and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation and no shareholders are listed below.

There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders: Continued

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
L. Nathaniel Ballard	John D. Reno
Michael C. Glickman	Michael G. Reimer
John C. Loyd**	Thomas D. Rust*
Ronald A. Mislowsky**	David J. Saunders**
Robert A. Munse	Karl V. Schaeffer
Patricia D. Monday**	James C. Slora
Paul D. Noursi	Thomas R. Smith**
Thomas L. Osborne**	David H. Steigler

Continued on Next Page

Names of Officers and Directors: Continued

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)
All Stockholders with *	Senior Vice President
All Stockholders with **	Vice President
Mark H. Lillard	Vice President
J. Douglas Coenen	Vice President

Check if applicable:

XX There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above) Continued

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Patton Harris Rust & Associates (PHR+A) 208 Church Street, SE Leesburg, VA 20175

Description of Corporation:

XX *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation and no shareholders are listed below.*

☐ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders: Continued

SHAREHOLDER NAME <i>(First, M.I., Last)</i>	SHAREHOLDER NAME <i>(First, M.I., Last)</i>
Peter J. Stone	Kevin D. Wood
Earl R. Sutherland*	John D. Wright**
Mark A. Thomas	William L. Wright
Edward G. Venditti**	
John D. Vergeres**	
Scott R. Wolford**	
Susan S. Wolford**	

Names of Officers and Directors:

NAME <i>(First, M.I., Last)</i>	Title <i>(e.g. President, Treasurer)</i>

Check if applicable:

☐ There is additional Corporation Information. See Attachment to Paragraph C-2.

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

___ (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners:

<i>NAME</i> (First, M.I., Last)	<i>Title</i> (e.g. General Partner, Limited Partner, etc)

Check if applicable:

___ Additional Partnership information attached. See Attachment to Paragraph C-3.

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

___ (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners:

<i>NAME</i> (First, M.I., Last)	<i>Title</i> (e.g. General Partner, Limited Partner, etc)

Check if applicable:

___ Additional Partnership information attached. See Attachment to Paragraph C-3.

4. ADDITIONAL INFORMATION

- a. One of the following options **must** be checked:

☐ In addition to the names listed in paragraphs C. 1, 2, and 3 above, the following is a listing of any and all other individuals who own in the aggregate (directly as a shareholder, partner, or beneficiary of a trust) 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

☒ Other than the names listed in C. 1, 2 and 3 above, no individual owns in the aggregate (directly as a shareholder, partner, or beneficiary of a trust) 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

Check if applicable:

☐ Additional information attached. *See Attachment to Paragraph C-4(a).*

- b. That no member of the Loudoun County Board of Supervisors, Planning Commission, Board of Zoning Appeals or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land, or as beneficiary of a trust owning such land.

EXCEPT AS FOLLOWS: (If none, so state).

NONE

Check if applicable:

☐ Additional information attached. *See Attachment to Paragraph C-4(b).*

- c. That within the twelve-month period prior to the public hearing for this application, no member of the Loudoun County Board of Supervisors, Board of Zoning Appeals, or Planning Commission or any member of his immediate household, either individually, or by way of partnership in which any of them is a partner, employee, agent or attorney, or through a partner of any of them, or through a corporation (as defined in the Instructions at Paragraph B.3) in which any of them is an officer, director, employee, agent or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has or has had any business or financial relationship (other than any ordinary customer or depositor relationship with a retail establishment, public utility, or bank), including receipt of any gift or donation having a value of \$100 or more, singularly or in the aggregate, with or from any of those persons or entities listed above.

EXCEPT AS FOLLOWS: (If none, so state).

Check if applicable:

☐ Additional information attached. *See Attachment to Paragraph C-4(c).*

D. COMPLETENESS

That the information contained in this affidavit is complete, that all partnerships, corporations (as defined in Instructions, Paragraph B.3), and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, OR LESSEE of the land have been listed and broken down, and that prior to each hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including any gifts or business or financial relationships of the type described in Section C above, that arise or occur on or after the date of this Application.

WITNESS the following signature:

Mark W Thomas
check one: [] Applicant or [XX] Applicant's Authorized Agent

Mark W. Thomas
(Type or print first name, middle initial and last name and title of signee)

Subscribed and sworn before me this 24th day of September 2009, in
the State/Commonwealth of Virginia, in the County/City of Loudoun

Krista McMahon
Notary Public

My Commission Expires: 6-30-13

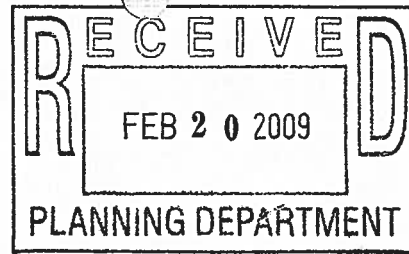


February 2009

Scott Jenkins Memorial Park

Statement of Justification

Special Exception Application and Commission Permit



Special Exception approval to allow an Active Park and Commuter Park and Ride lot per Section 2-102 of the Revised 1993 Loudoun County Zoning Ordinance

PHR+A

I. Project History, General Description of the Property and the Proposed Uses

Background and Project History

This project began in 2003 when Dennis and Linda Virts purchased the property with the hope of developing a private park facility, complete with an indoor training facility. SPEX 2005-0055 Hamilton Youth Sports Park, was accepted for review and the first round of referrals were returned to the applicant. As the property zoning changed from A-3 to AR-1, the indoor practice facility was no longer permissible and the project was withdrawn.

In July of 2008, the Loudoun County Board of Supervisors were presented the opportunity of a gift option on a portion of the property by Dennis and Linda Virts Family in memoriam of their nephew Scott Jenkins with the understanding that Loudoun County continue with the active park vision and the remaining portion be purchased by the county.

Loudoun County Department of Capital Construction has been tasked with the development of the park for the Office of Transportation Services and the Department of Parks, Recreation and Community Services. The current program includes four lighted baseball/softball fields, a lighted multi-use field as well as a park and ride facility for 250 cars.

II. ISSUES FOR CONSIDERATION

Below are set forth the criteria under Section 6-1310 of the Revised Ordinance to be addressed in this Special Exception and the manner in which the criteria are either inapplicable or addressed by the application and the proposed uses:

(A) Whether the proposed special exception is consistent with the Comprehensive Plan.

Per initial referral letters as well as documentation from the Special Exception Pre-Application Meeting, Community Planning continues to state the proposed uses are

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consistent with the Comprehensive Plan with respect to active recreation facility development.

Additionally, the proposal co-locates public uses as recommended in the RGP in Chapter 3- General Public Facilities Policies.

(B) Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control.

The property will have direct access onto business Rt. 7. The entrance will be designed to meet or exceed VDOT standards which will ensure adequate access to the park for fire and rescue personnel. All proposed structures will meet all state and local requirements relating to fire and safety hazards, such as but not limited to, emergency exits and sprinkler systems.

- (C) Whether the level and impact of any noise emanating from the site including that generated by the proposed use, negatively impacts the uses in the immediate area; AND**
- (D) Whether the glare or light that may be generated by the proposed use, negatively impacts the uses in the immediate area.**

Neither noise, nor glare nor light generated by the proposed uses is anticipated to be of concern or to negatively affect adjacent uses. The proposed park is bordered on the north by Rt. 7 bypass which is a heavily used for lane divided highway. The existing noise emanating from the vehicular traffic using this highway will be greater than a few parents clapping and cheering for their children during a youth sports game. The light or glare generated from games played after dusk is not anticipated to have any greater impact on the properties in the immediate area than that of vehicular traffic using Rt. 7. Additionally, the proposed lighting will not exceed what is currently allowed per county standards.

(E) Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.

As noted throughout, the proposed uses are recognized by the Comprehensive Plan itself to be compatible with other uses deemed desirable in the Rural Policy Area. Specifically, "active parks" are squarely within the Comprehensive Plan's goals.

The adjacent and nearby parcels are designated as either rural or residential. Parks and recreational areas are clearly compatible with these uses in that youth sports have become a vital component in rearing children in today's society. Parents prefer parks that are conveniently located near their residential neighborhoods to help them balance a hectic work and family schedule.

(F) Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood, and adjacent parcels.

The Property's existing or proposed landscaping, screening and buffering will be adequate to screen surrounding uses. On the south and north, the adjacent uses are arterial roads and right of way owned by the Virginia Department of Transportation. Particularly to the Route 7 By-Pass-the topography slopes away from the site and existing vegetation on the slopes of the By-Pass right-of-way will largely block the view of the proposed use. To the east, the property tapers to a narrow point where existing vegetation will be sufficient to screen the property (and where no ball field facility is within over 500 feet. To the west, existing hedgerows and trees along the property line with two potential AR-1 rural residential lots; additionally the plan will be developed in conformance with Section 5-1413 of the zoning ordinance.

- (G) Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.**

The proposed special exception will result in a parcel of land over 30 acres being preserved for open space and for community serving purposes.

- (H) Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.**

The proposed uses in the special exception will not damage existing animal habitat, vegetation, and water or air quality.

- (I) Whether the proposed special exception at the specified location will contribute to or promote the welfare or convenience of the public.**

The Comprehensive Plan expressly recognizes "parks" as a part of the institutional activities that preserve rural character and that are compatible with the dominate rural land use pattern in the Rural Policy Area. Loudoun County Revised General Plan of 2001, Rural Policy Area, Land Use Pattern and Design, section 6. The proposed use also is convenient to the Route 7/Route 9 interchange; making it accessible to many Western Loudoun families whose active park and commuter parking lot needs are currently under-served. The high growth rate in Loudoun County has been accompanied by a growth in the demand for recreational parks as well as commuter parking lots.

- (J) Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.**

The proposed uses are anticipated to be adequately and safely served by existing roads. The Property has extensive frontage on Colonial Highway (Route 7) and is proximity located near the "Clark's Gap" interchange with the Route 7 By-Pass. *See also the responses to Item "O" below*

- (K) Whether, in case of existing structure proposed to be converted to uses required a special exception, the structures meet all code requirements of Loudoun County.**

There are no existing structures on the property. All structures for the uses intended herein will comply with the local code requirements of Loudoun County, the Commonwealth of Virginia, or federal requirements, or, where applicable, any exemptions that may lawfully apply.

(L) Whether the proposed special exception will be served adequately by essential public facilities and services.

The proposed use will not rely upon public water and sewer. Other public facilities such as fire and rescue will be adequate.

(M) The effect of the proposed special exception on groundwater supply.

It is not anticipated that the proposed special exception will have an adverse affect on groundwater supply.

(N) Whether the proposed use will affect the structural capacity of the soils.

It is not anticipated that the proposed special exception will have an adverse effect on the structural capacity of the soils on the Property.

(O) Whether the proposed use will negatively impact orderly and safe road development and transportation.

The proposed use will not negatively affect road development or transportation. The proposal is consistent with the Revised Countywide Transportation Plan. Additional improvements will be constructed as required per Virginia Department of Transportation regulations in future phases.

(P) Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.

The first phase of development (large baseball field, road improvements as well as the commuter parking lot) will provide much needed construction related jobs in the immediate future. This phase is scheduled to start construction in August 2009.

(Q) Whether the proposed special exception considers the needs of agriculture, industry, and businesses in future growth.

The proposal is intended to help meet the recreational needs of County residents. Thus, it is necessary as a community serving facility meeting currently under-served needs and accommodating future business and industry demands.

(R) Whether adequate on and off-site infrastructure is available.

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No off-site infrastructure is available for this or other properties in the area. The site will be served by on-site new wells, which have been determined by the applicant's experts to be adequate for the intended uses.

(S) Any anticipated odors which may be generated by the uses on site, and which may negatively impact adjacent to uses.

There is no basis for anticipating odors will be generated by the uses on the site which will negatively impact adjacent uses.

(T) Whether the proposed special exception uses sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and school areas.

Adverse impact of construction traffic on existing neighborhoods and school areas will be minimal due to the multiple ways to access the property and the minimum number of residential properties in the immediate area. The applicant will adhere to all applicable local, state and federal laws governing constructions traffic and methods of transport.

III. SUMMARY

The proposed Special Exception to allow for the establishment of an Active Recreation Park as well as a Commuter Parking Lot to serve the needs of the ever-growing population of western Loudoun is consistent with the County Plan and land use plan and policies of supporting and providing adequate services for the citizens of Loudoun County.

September 28, 2009

Jane McCarter, Project Planner
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, VA 20177-7000

RE: SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park
2nd Submission Referral Comments

Dear Ms. McCarter:

We have addressed the second referral comments for The Scott Jenkins Memorial Park and offer the following in response. The letter responds to the returned referrals in the chronological order they were written. In an effort to abbreviate the letter and focus on the addressing outstanding issues this letter only addresses items that need clarification and response from the applicant.

Zoning Administration – June 2, 2009 (?)

1. Cover Sheet. Note #7. As special exceptions are typically approved to be in substantial conformance with the special exception plan, revise Note #7 to state the reason that the location of the buildings, structures and parking lots could be subject to change, such as for engineering reasons.

Response: Note 7 on the cover sheet has been revised to state the final location of improvements is subject to change due to final engineering.

2. It is noted that the boundary line adjustment for the property was approved on August 5, 2009. Revise 19 accordingly.

Response: Note 19 has been amended as requested to note the BLAD approval date.

Environmental Review Team (ERT) – September 4, 2009



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Virginia Beach
Woodbridge

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Charlottesville

MARYLAND OFFICES

Columbia
Frederick
Germantown
Hollywood

**WEST VIRGINIA
OFFICE**

Martinsburg

T 800 553 PHRA
T 703 777 3616
F 703 777 3725
208 Church St. SE
Leesburg, VA
20175

1. The special exception plat depicts restrooms and a trail approximately 8 to 10 feet from the "Moon Tree". Staff recommends that the restroom and trail be shifted to the east or relocated elsewhere on the property to ensure protection of the tree's critical root zone. The "Moon Tree" should be included as a tree save area or specified on the plat as an individual tree to be preserved. ERT recommends a condition of approval requiring the following: 1) no land disturbance within 20 feet of the tree; 2) 4-foot welded wire tree protection fence with "Tree Protection" signage in English and Spanish spaced no more than every 30 feet all the way around the tree protection fence; 3) a plaque explaining the tree's significance and history; and 4) no future site alteration within 30 feet of the tree. [Revised General Plan (RGP) Forest, Trees, and Vegetation Policy 1]

Response: The plan has been revised to save the 'Moon Tree'. It is agreed there will not be grading within 20' within Phase I development of the Park as well as no disturbance or future alteration within 30' of the tree as recommended. Conditions have been drafted to reflect this request.

2. For clarity, please include a legend on Sheet 3 identifying the tree save area symbol. In addition, staff recommends a condition of approval specifying the intent and limitations of the designated tree save areas, in addition to the specific measures for the "Moon Tree" identified above.

Response: Each Tree Conservation Area has been clearly noted on Sheet 3. In addition, the approval conditions have been included for the TCA's as well as the 'Moon Tree'.

3. The applicant's responses state that the absence of curb and gutter within the parking lot design and the use of grass swales increases time of flow for runoff to reach proposed stormwater management ponds, promoting infiltration. Staff agrees with this approach and recommends that the use of no curb and gutter in parking lot areas and grass swales to convey stormwater runoff be provided as a condition of approval. [RGP Surface Water Policy 5]

Response: Conditions have been included to state there will not be curb and gutter in the parking lot areas.

4. The applicant's responses state that the initial Phase 1 development, consisting solely of the large ball field, will require less than 6,700 gallons per day during a 30-day period, which is below the 10,000 gallons per day threshold referenced in Section 6.240 of the Facilities Standards Manual (FSM), requiring a hydrogeologic assessment. The responses go on to state that the applicant will commit to conducting a hydrogeologic assessment prior to construction of the irrigation system for the Phase 2 fields. Staff recommends that the assessment be provided as a condition of approval, to trigger the requirement at the time of the first site plan submittal. The condition will make it clear that the hydrogeologic assessment is required due to the water demand for both phases, collectively. Considering the limited water resources in this area of the County, it is important that the hydrogeologic assessment be conducted. [RGP Groundwater Policy 4]

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Response: Conditions have been drafted to require a Hydrological Assessment prior to building permit for Phase II building construction.

5. The applicant's responses state that it is anticipated that the applicant shall install low flow fixtures and waterless urinals in the proposed restrooms. Staff recommends that these water conserving measures be included as a condition of approval. As previously stated, including water conservation measures within the project would establish a positive example of efficient water use in an area of the County with limited water resources and would be consistent with the Public Facilities goal language on Page 3-6 and General Water Policies on Page 2-20 of the RGP.

Response: Conditions have been drafted to require a low flow fixtures as well as waterless urinals.

6. In addition to the Noise Standards specified in Section 5-1507 of the Revised 1993 Loudoun County Zoning Ordinance, which is referenced in applicant's responses, staff recommends that the applicant address protection of the proposed park use from noise generated by Route 7. Based on Table 4-1 on page 4-8 of the Revised Countywide Transportation Plan (CTP), noise abatement measures should be considered if noise levels approach or exceed 67 decibels (dBA) for parks and active sport areas. The application should also consider noise generated from the park uses and impacts on adjacent properties. [CTP Noise Policy 2 and RGP Highway Noise Policies 1 and 3]

Response: The proposed additional landscape and screening will help abate additional noise from the proposed land use.

Community Planning – September 14, 2009

Lighting

....Staff finds that the lighting for the proposed athletic fields is in compliance with the lighting and night sky policies of the Revised General Plan. Staff recommends conditions of approval be developed to ensure the proposed lighting is in compliance with County standards and hours of illumination for the proposed athletic fields are limited to no later than 10:00 pm to mitigate potential impacts on adjacent residential properties.

Response: The conditions have been drafted to limit the operations of the park until 11pm to allow time for users to safely exit the park.

Office of Transportation Services – September 24th, 2009

1. Resolved

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2. Resolved
3. Resolved
4. Resolved
5. Resolved- appropriate language has been included in the conditions
6. Resolved- appropriate language has been included in the conditions
7. Resolved
8. Resolved- appropriate language has been included in the conditions
9. Resolved- appropriate language has been included in the conditions



Please find the attached 20 copies of the plan sets. Let us know if you have any questions regarding this resubmission. We look forward to seeing the successful completion of this application.

Respectfully Submitted,

Patton Harris Rust & Associates

A handwritten signature in black ink, appearing to read 'Mark Thomas', is positioned above the printed name.

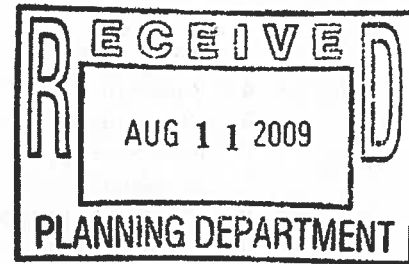
Mark Thomas, CLA
Director of Planning and Landscape Architecture

P:\Project 13606 2.0 Planning Admin Correspondence Letters Comment response 1st external.doc

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August 11, 2009

Jane McCarter, Project Planner
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, VA 20177-7000



RE: SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park
1st Submission Referral Comments

Dear Ms. McCarter:

We have addressed the first referral comments for The Scott Jenkins Memorial Park and offer the following in response. The letter responds to the returned referrals in chronological order they were written.

Division of Environmental Health Services – April 9, 2009

The Health Department recommends denial of this application. The applicant has not begun the complex process necessary to fulfill the sewage disposal and well water needs for the application. Those details normally associated with the site plan stage are crucial for this application since the location of the ball fields, parking areas and concession stands all hinges on the approved location of the sewage and water facilities. The plat reviewed was prepared by Patton, Harris Rust & Associates and was dated February 2009.

Response: This application is being revised to include a bathroom facility with the Phase I construction. The details of the restroom facility and the drainfield design will be submitted to the Health Department for review and approval prior to site plan approval.

Environmental Review Team (ERT) – April 27, 2009

Regarding tree cover

1. Staff recommends adjusting the site layout to more comprehensively preserve the central hedgerow that bisects the site. The entrance road is an attractive natural feature that includes two significant white oak trees, with diameters at breast height (DBH) of 54 and 40 inches, located on the west side of the driveway (see attached photographs 1 and 2). In addition, the hedgerow includes the "Moon Tree", located on the east side of the driveway (see attached photograph 3). The "Moon Tree" orbited the Moon as part of the Apollo 14 Mission in February 1971. Approximately 400-500 seeds were carried onboard, and upon return to earth, were germinated by the U.S. Forest Service. The trees were then planted throughout the world including such



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Chantilly

MARYLAND OFFICES:

Columbia
Frederick
Germantown
Hollywood

**WEST VIRGINIA
OFFICE:**

Martinsburg

T 800.553.PHRA

T 703.777.3616

F 703.777.3725

208 Church St., S.E.
Leesburg, VA
20175

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notable locations as the White House, Washington Square in Philadelphia, and various other locations including universities and NASA centers. While a few *Ailanthus* trees are located in the hedgerow, they are insignificant and could be sanitized out along with a few other trees of poor form, poor quality and poor structural integrity. To minimize or eliminate disturbance to the existing trees, staff strongly recommends moving the large rectangular field east of the hedgerow. Staff also recommends including a plaque to explain the history of the "Moon Tree" to park visitors. [RGP Forest, Trees, and Vegetation Policy 1]

Response: The "moon" tree has been identified on the plat. Every effort will be made to save said tree. If the site grading cannot accommodate the retention of the tree, the tree may be relocated on-site.

2. Staff recommends that the large pin oak tree located near the northwestern corner of the site be preserved (see attached photograph 4). The tree's critical root zone could conflict with possible stormwater outfall conveyance from the northwestern stormwater management (SWM)/ best management practices (BMP) facility shown on Sheet 3. Staff requests consideration of this tree's preservation when preparing the stormwater design during the site plan stage. Staff further recommends considering reducing impervious surfaces, such as providing pervious parking for the parking or a portion of the parking associated with the athletic fields, in an effort to limit size or need of one of the western SWM/BMP facilities. [RGP Forest, Trees, and Vegetation Policy 1]

Response: Site grading and stormwater management plan for the site has been further studied and the plan has been subsequently revised to relocate the stormwater management pond from the north western corner of the site. Due consideration will be given during the site plan design to limit the grading activities in order to preserve the large Pin Oak near the property corner.

3. Six oak trees are identified in the central hedgerow on Sheet 2. Please identify the species and depict the trees on Sheet 3. In addition, please also field survey and identify the pin oak and "Moon Tree", described above, on Sheet 3. [RGP Forest, Trees, and Vegetation Policy 1]

Response: The existing oak trees have been shown on Sheet 3 as well as the Moon Tree.

Regarding water quality and quantity

4. Due to the presence of moderately well to well drained soils, please consider including infiltration BMP to treat stormwater runoff from proposed parking spaces and fields. These BMP measures could minimize the size of the proposed ponds by removing water quality volume requirements within the pond, where water quality volume is described in Chapter 2 of the Virginia Stormwater Management Handbook. [RGP Surface Water Policy 5]

Response: The absence of curb and gutter within the parking lot design avoids concentrated runoff through enclosed storm pipes, and overland flow from parking areas are conveyed by grass swales to proposed stormwater management ponds. This considerably increases the time of flow for runoff to reach the ponds thereby promoting infiltration into the subsurface.

5. Three irrigation wells are proposed with this application. Considering the limited water resources in this area of the County, staff recommends that the applicant consider completing a hydrogeologic assessment for this application as early in the application process as feasible. Section 6.240 of the Facilities Standards Manual (FSM) requires a hydro-assessment where a development extracts an average of 10,000 gallons per day during a 30-day period. [RGP Groundwater Policy 4]

Response: It is anticipated that the rectangular field will be synthetic turf at build out thus not requiring watering. The initial Phase I development consisting of solely the large ballfield will require up to 200,000 gallons per month, assuming no rain event. This will work out to less than 6700 GPD during a 30 day period. The applicant will commit to conducting a hydrogeologic assessment prior to construction of the Phase 2 fields irrigation system.

6. Staff encourages installation of water conservation measures into the project, such as low flow and waterless urinals in proposed restrooms. Including water conservation measures within the project would establish a positive example of efficient water use in an area of the county with limited water resources and would be consistent with the Public Facilities goal language on Page 3-6 and General Water Policies on Page 2-20 of the Revised General Plan (RGP).

Response: It is anticipated that the applicant will install low flow fixtures and waterless urinals in the proposed restrooms.

Other

7. For clarity, add the following note to Sheet 1: "Wetlands shown are based on a wetland delineation conducted by Bowman Consulting Group, Ltd, approved by the U.S. Army Corps of Engineers on September 25, 2008 (JD# 05-R0890)". [RGP River and Stream Corridor Policy 23]

Response: Note 20 has been added on Sheet 1 to address the Wetland Delineation.

8. Staff recommends that the applicant address protection of the proposed park use from noise generated by Route 7. Based on Table 4-1 on page 4-8 of the Revised Countywide Transportation Plan (CTP), noise abatement measures should be considered if noise levels approach or exceed 67 decibels (dBA) for parks and active sport areas. The application should also consider noise generated from the park uses and impacts on adjacent properties. [CTP Noise Policy 2 and RGP Highway Noise Policies 1 and 3]

Response: The applicant is required to comply with Section 5-1507 of the Loudoun County Revised 1993 Zoning Ordinance. The applicant is taking sound meter readings at similar parks in the county to assure compliance with this zoning requirement

Community Planning – May 6, 2009

A. LAND USE

Staff finds that the proposed use of the subject property as a County Park, with athletic fields and a shared-use commuter parking lot, conforms with the general land use and public facilities policies of the Revised General Plan.

Response: Comment acknowledged.

1. Water Resources

Staff recommends that a Stormwater Management Plan be developed in consultation with the County's Environmental Review Team to achieve policy goals regarding surface water and stormwater management on the site. Additional detailed information regarding the design and function of the proposed stormwater management system is requested.

Response: The details of the stormwater management has been submitted as part of the Site Plan for ERT and Building and Development review.

Staff supports the use of low impact development (LID) techniques to minimize the volume of surface water run-off and reduces pollutants from the subject site. Staff welcomes a meeting with the applicant to discuss these issues.

Response: LID measures have been considered for the site. The absence of curb and gutter within the parking lot design avoids concentrated runoff through enclosed storm pipes, and overland flow from parking areas are conveyed by grass swales to proposed stormwater management ponds. This considerably increases the time of flow for runoff to reach the ponds thereby promoting infiltration into the subsurface.

B. EXISTING CONDITIONS

2. Forests, Trees, and Vegetation

Staff recommends that as much of the existing vegetation and trees as possible be preserved on the site. Staff recommends that the existing forest cover and hedgerows which are to be preserved on the subject property be designated as tree conservation areas (TCAs) on the proposed Special Exception Plat. Staff recommends commitment to the long-term maintenance of the tree conservation areas (TCAs).

Response: Tree Save Areas have been added based on the current grading plan that Loudoun County Building and Development is reviewing. These tree save areas may be sanitized of invasive species, dead or dying trees or unsafe trees. The plants in these tree save area may also be supplemented by the buffer plantings with the site plan submission.

3. Virginia Byway

Staff recommends that any road improvements associated with the proposed facility be sensitive to the rural character of the roadway. Staff would be happy to work with the applicant and the Office of Transportation Services to develop conditions that address the rural/rustic character of the roadway.

Response: The road improvements for the facility are all on the northern side of Route 7. This mitigates the required impacts to the existing

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condition. The trees along the northern side of Business Route 7 are generally in poor condition and not of substantial quality.

C. COMPATIBILITY

1. Site Design

Staff finds the design and scale of the proposed park is in keeping with the rural character of the surrounding area, provided that adequate landscaping and buffering is provided and noise and light impacts are addressed (see discussion below).

Response: Comment Acknowledged

2. Landscaping and Buffering

Staff recommends that the existing hedgerows on the perimeter of the property be incorporated into the required landscape buffer for the property. Staff recommends that the trees on either side of the abandoned roadway near the center of the property be preserved and incorporated into the design of the site. Additional detailed information regarding necessary supplementation and a detailed tree preservation plan that indicates the location of trees to be saved during construction and over the life of the project are requested. Staff recommends delineating all existing tree cover proposed for preservation as Tree Conservation Areas (TCAs).

Response: TCA's have been added to the plat based on the site plan that Loudoun County Building and Development is currently reviewing. This includes existing hedgerows along the western and northern boundaries as practicable. Supplemental landscape will be included with the site plans for each phase.

3. Lighting

Staff requests information pertaining to the days and times of illumination for the proposed athletic fields to fully evaluate impacts on adjoining properties and to evaluate the appropriateness of lighted athletic fields in the rural area. Specifically, staff is concerned about the height of the light poles and spillage of light onto adjoining properties and into the night sky. All lighting should be designed to preclude light trespass onto adjoining properties, glare to passersby, sky glow, and deterioration of the nighttime environment.

Response: This application will fully comply with Section 5-1504 Light and Glare Standards of the Loudoun County Revised 1993 Zoning Ordinance. Footcandle levels generated by the Ballfield Lighting do not exceed .75 (three quarters) of a foot candle at the property line. Per section 5-1504 (A) Publicly owned athletic competition facilities are allowed to reach 10 (ten) footcandles at the property line. This application is 9.25 foot candles less at the property line than allowed by the county ordinance.

Excluding the Bus Entrance/Street Lighting, the proposed parking lot lighting does not exceed the allowable .25 Foot Candle at the property lines.

4. Noise

Staff requests that additional information be submitted to demonstrate that the anticipated noise levels emanating from the use of the subject property will not adversely affect adjoining residential uses and will be in compliance with County standards. Staff recommends conditions be developed to ensure that the noise levels will be in compliance with County standards and that corrective measures by the applicant will be undertaken should the noise levels in the future exceed these standards.

Response: The applicant is required to comply with Section 5-1507 of the Loudoun County Revised 1993 Zoning Ordinance. The applicant is taking sound meter readings at similar parks in the county to assure compliance with this zoning requirement.

5. Pedestrian and Bicycle Circulation

Staff recommends that the proposed trails within the park be a minimum of 10-feet in width to facilitate safe shared bicycle and pedestrian usage. Staff recommends that bicycle lockers and/or racks be provided in support of non-vehicular modes of transportation for the proposed commuter parking lot. Staff recommends that the applicant commit to providing future bicycle and pedestrian connections to the Town of Hamilton and/or the W&OD trail when the opportunity arises.

Response: The 10' regional trail has been added along the frontage of the property. This trail will be constructed in the buffer/setback area and meander through the landscape. It is not intended to be an offset of the road right-of-way, nor will it be dedicated to VDOT. A bicycle storage area has been identified on the plat near the bus stop location. This area will have lockers as well as racks for bicycle storage. The lockers will not be installed with the initial phase of development, rather when the regional trail is connected to the W & OD trail.

Department of Fire, Rescue and Emergency Management- May 8, 2009

No outstanding issues

Department of Planning- Archeological Review- - May 8, 2009

No outstanding issues

Parks, Recreation and Community Services- May 11, 2009

No outstanding issues

Virginia Department of Transportation - May 20, 2009

Traffic Impact Analysis Comments:

1. *Results of the analysis indicate that the following intersections will deteriorate as a result of the traffic generated by the proposed development:*
2. *Intersection 3 – Business Route 7 and Hamilton Station Road (Rt. 704) – The operation of this intersection is acceptable under the existing and 2010 scenarios, however it fails during the 2020 conditions. The traffic impact analysis has examined some options for mitigation including a mini roundabout however a more detailed analysis that includes right-of-way availability and geometrical and environmental constraints should be performed to determine optimum mitigation measure. A pro-rata share based contribution for mitigation is suggested in the study.*

Response: The applicant will commit to a pro-rated contribution for future intersection improvements, and would contribute to the County Transportation Fund prior to opening of Phase 2 of the development.

3. *Intersection 8 – Route 7 northbound ramps and Route 9 – The Saturday operation of this intersection is acceptable during the existing and 2010 conditions, however it fails in the 2020 condition as a result of the additional traffic generated/attracted to the proposed site as well as the ambient traffic growth. It should be noted that this intersection currently shows poor levels of service in the p.m. peak period and will continue to fail in 2010 and 2020 conditions with or without the development. Thus, the traffic impact analysis has not recommended any improvements.*

Response: Since the intersection does not perform in the existing conditions and the site traffic comprises less than 2.2 percent of the intersection volumes (see Table 13 from the Traffic Study), additional mitigation was not included in the traffic report. Site traffic at the ramp is less than 1.2 percent of the AM and PM peak hour approach volumes on the ramp. Although not required to mitigate for site traffic, the LOS can be improved by providing approximately 125 feet length of additional ramp width so the right turns exiting Route 7 to northbound Route 9 can merge into the second receiving lane on Va. Route 9 northbound as a free flow movement. If the lefts back up at the crossover from Route 7 to SB Route 9, the ramp traffic making a right turn was observed to ride on the shoulder to turn right. The LOS delay decrease in the 2020 scenario from LOS F with delays over 800 seconds to LOS F with delay at approximately 80-90 seconds. Signalization is not anticipated to be warranted based on the future traffic volumes, in comparison to MUTCD guidelines.

4. *Intersection 10 – Business Route 7 and Dry Mill Road (Rt. 669) – The traffic impact analysis has examined some mitigation measures at this intersection and concludes that an all way stop sign and separate turn lanes would improve the operation of failing movements. A pro-rata share base contribution to the additional turn lane is suggested in the traffic impact analysis.*

Response: The applicant will commit to a pro-rated contribution for future intersection improvements and will contribute to the County Transportation Fund prior to the opening of Phase 2 of the park.

Planning Comments:

5. *Site Trip Generation, page 39 and Table 5:*

Response: No action required

6. *All trip rates assumed are for soccer fields (Table 5) while this plan has four fields (1 baseball and 3 smaller softball) in addition to one rectangular (presumably for soccer). Comparing ITE (Trip Generation 8th edition) trip rates for County Parks with the soccer complex (4th paragraph) while ITE does not define County Parks as ball fields does not justify conservativeness of the trips as stated by the study (same paragraph).*

Response: The trip rates were outlined in the scoping session. PHR+A had applied a conservative approach based on review of parking and traffic volumes for County facilities in Fairfax County, Virginia and review of parking activities for other regional parks, such as Franklin Park. The ITE data base for County parks is only based on acreage, and the proposed activities on the 35 acres is programmed with significant activities, with little passive recreation in relation to the ITE data base. In ITE Land Use Code 412 (County Parks), the average park size is at over 300 acres. The calculation of trips based on a similar use, soccer fields, was has been updated based on nationwide and local studies, and was used in the previous application for the subject site. The use of the conservative approach was assumed to determine the worst case conditions for weekday and weekend peaks to size turn lanes. As shown in Table 5 of the TIA, the trip rates for County parks are quite low, and would result in 2 to 20 peak hour trips, which does not reflect the anticipated usages for an active recreational usage. See response #7 for additional park count resources.

7. *Study refers to a traffic impact analysis for Fauquier Northern Area Park, prepared by Kellerco. Please provide a copy as part of the appendices.*

Response: An Excerpt of the report portion relating to trip generation is attached to this response. Note that the Kellerco report was distributed on September 9, 2003 for the Northern Fauquier Sports complex, but the trip rates were based on counts at the Franklin Park facility west of Purcellville. For the weekday conditions, the peak hour trip generation for the internal parking areas (intersection #2) associated with 8 fields (4 ball fields, 2 soccer, and 2 football fields) resulted in 213 peak hour trips, or a trip rate of 27.6 trips per field. In comparison to the published ITE trip rates at the time, the trip rates were approximately 30 percent higher than the ITE average. For Scott Jenkins Memorial Park, the factored trip rates were shown at 35 percent

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higher than the current ITE peak hour and Daily rates. Since the rates exceed ITE, the approach should be acceptable for planning and design purposes.

8. *Trip distributions and growth factor assumed (4%) by the study is in line with the expected growth in western Loudoun County.*

Response: Acknowledged, no action required.

9. *Comments 6 and 7 should be addressed and the traffic impact analysis resubmitted.*

Response: Not resubmitted the TIA; responses are attached as part of the coordination with Loudoun County for the review of the application. The comments do not increase the traffic volumes or assignments. Note that if the ITE trip rates were applied for the park based on County park sizes, the site impacts would be significantly reduced. The more conservative traffic volumes were used based on usages for other similar facilities and are more conservative than the ITE data base. Trip rates were reviewed in the scoping session with VDOT and County OTS in December 2008. In our professional opinion, the conservative traffic volumes best fits the proposed activities for peak usage, and was used to size the access.

PHR+A

Concept Plan Comments:

10. *The exact configuration and width of the divided multilane entrance will be determined at site plan review.*

Response: It is understood that the configuration and width of the divided multilane entrance will be determined at site plan review

11. *The bus entrance should be configured to facilitate left turns into the site.*

Response: There will not be left turns into the site per discussion with Loudoun County Office of Transportation Services. Busses AM and PM will come from Route 7 Westbound Lane from the Rt. 7/ Rt. 9 intersection. Provision for left turn access would require additional turn lane area for deceleration, and increase frontage impacts.

12. *Turn lane and taper lengths appear to be satisfactory.*

Response: Comment acknowledged.

13. *The multi-use trail should be 10' wide rather than 8'.*

Response: The multi-use regional trail along the road has been updated to depict a proposed width of 10'

B. SECTION 6-1310 ISSUES FOR CONSIDERATION

1. (A) *Whether the proposed special exception is consistent with the Comprehensive Plan. Zoning defers to Community Planning in the Department of Planning regarding this issue.*

Response: Comment acknowledged- please refer to Community Planning responses.

2. (B) *Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control. Zoning defers to Fire and Rescue regarding this issue.*

Response: Comment acknowledged- please refer to Fire and Rescue responses.

3. (C) *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area. The noise standards of Section 5-1507 apply to the proposed uses.*

Response: Comment acknowledged- Note 18 has been added to Sheet 1 to address compliance.

4. (D) *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area. The lighting requirements of Section 5-1504 apply to the proposed uses.*

Response: Comment acknowledged- Note 13 has been amended on Sheet 1 to address compliance.

5. (E) *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses. The landscaping requirements of Sections 5-1400 apply to the proposed uses and will be reviewed in detail during site plan review. A Type 3 buffer is required along Colonial Highway (Business Route 7) in front of the proposed commuter parking lot (Group 1 single family residential and the Group 8 parking lot use).*

Response: Comment acknowledged- this buffer will be included on the Site Plan submission to the Department of Building and Development.

6. (J) *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services. Zoning defers to the Office of Transportation Services regarding this issue.*

Response: Comment acknowledged- please refer to OTS responses.

C. OTHER ISSUES

11. *Section 5-1100. Parking. As active recreation use is not specifically listed in the parking requirements, the parking rate is as determined by the Zoning Administrator and will be verified at the time of site plan review.*

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Response: Comment acknowledged

12. *Section 5-1504 Light and Glare Standards. The light and glare standards of Section 5-1504(A) apply. Include statement on the special exception plat that Section 5-1504 applies to the proposed use.*

Response: Comment acknowledged- Note 13 has been amended on Sheet 1 to address compliance.

13. *Section 5-1507 Noise Standards. The noise standards of Section 5-1507. Include statement on the special exception plat that Section 5-1507 applies to the proposed use.*

Response: Comment acknowledged- Note 18 has been added to Sheet 1 to address compliance.

14. *Section 5-1508. Steep Slopes. The site contains areas of moderately and very steep slopes. In accordance with Section 5-1508(F), a grading permit and locational clearance will be required at the time of site plan review.*

Response: Comment acknowledged- Note 17 has been added to Sheet 1 to address compliance.

15. *Section 6-701. Site Plan. Please be advised that a site plan is required in addition to the special exception prior to establishing the proposed uses.*

Response: Comment acknowledged- Note 12 has been amended on Sheet 1 to address compliance.

A. SPECIAL EXCEPTION PLAT

16. *Cover Sheet. Note #7. This note states that the locations of the buildings, structures and parking lots are conceptual in nature and that the final location of improvements are subject to change and not subject to approval by the Board of Supervisors. As the applicant is to guarantee substantial conformity to the special exception plat, Note #7 should be revised to simply state that changes to the plan layout might occur due to engineering design.*

Response: Comment acknowledged- Note 7 has been amended as requested.

17. *Cover Sheet. Note #12. Please note that an approved site plan is required prior to zoning permit approval.*

Response: Comment acknowledged- Note 12 has been amended as requested.

18. *Cover Sheet. Note #13. The lighting requirements of Section 5-1504 apply to these uses.*

Response: Comment acknowledged- Note 13 has been amended to specifically refer to section 5-1504.

19. *Cover Sheet. In addition to the yard requirements cited, the setback requirements of Section 5-900 apply to the site: Harry Byrd Highway – 200' building; 100' parking setback.*

Response: The Harry Byrd Highway Building Setback of 200' has been corrected on Sheet 1.

20. *Cover Sheet. It is noted that a boundary line adjustment application has been filed [BLAD 2009-0028] to vacate the property line shared by the subject parcels. This lot consolidation will alleviate buffering and landscaping issues along that property line. Include a note regarding the boundary line adjustment application.*

Response: Comment acknowledged- Note 19 has been added to refer to the pending BLAD.

21. *Sheet 3. A Type 3 buffer is required to screen the commuter parking lot from the adjacent properties.*

Response: Comment acknowledged- this buffer will be included on the Site Plan submission to the Department of Building and Development.

22. *One of the bus shelters is shown within the required 75' yard along East Colonial Highway/Business Route 7 [Section 2-103(A)(3)(c)]. Please relocate this structure.*

Response: Per Revised 1993 Zoning Ordinance Section 5-200(A)(11)- Bus Shelters are allowed in all setbacks, including front yards.

B. ENVIRONMENTAL REVIEW TEAM COMMENTS

Comments from the Environmental Review Team dated April 27, 2009 were forwarded to the Project Manager under separate cover and are attached to this referral for reference.

Response: Comment acknowledged- please refer to ERT responses.

Office of Transportation Services – June 24, 2009

Transportation Comments

1. *The traffic study recommends that the speed limit be lowered to 45 MPH for the entire segment of East Colonial Highway (Business Route 7) between Hamilton Station Road (Route 704) and Charlestown Pike (Route 9) due to existing roadway conditions. OTS staff notes that the Board of Supervisors would need to request such a speed limit reduction from VDOT, and that a speed study would need to be completed. OTS defers to VDOT's traffic engineering section for additional comments on this matter.*

Response: Agreed with OTS comments, speed reduction should be requested by the County Board to VDOT. The reduction in speed is suggested for improved site access, but is not required for VDOT approval of the proposed use.

2. *OTS staff requests further explanation of the "alternative length" measurement used in the traffic study (Attachment 16). In addition, OTS would like to know why the westbound left-turn lane length provided at the main site entrance (510 feet) is shorter than the maximum length (550 feet) noted in the study (Attachment 16).*

PHR+A

Response: The table was derived by PHR+A from VDOT Location and Design calculations for another public road project in the County. The alternative AASHTO column was shown to reflect the VDOT L&D, Traffic Engineering, and Land Development direction that the AASHTO turn lane standards could be satisfied based on the length of turn lane and storage. No written standards have been adopted by VDOT other than revisions to the VDOT Road Design Manual. However, based on current land use application review regarding design waivers, since Business Route 7 is not a National Highway System route, the application of the VDOT Road Design Manual minimum turn lane standards should apply. For a 55 MPH speed limit, the turn lane storage is based on capacity analyses for urban conditions with a minimum storage length of 200 feet. A 200 foot taper is required for roads with over 45 MPH design speed. For the subject site use, PHR+A revised Table 10, as attached, to show the storage requirements in relation to VDOT Road Design standards and concluded that the turn lane are adequate. The comparisons also show the minimum turn lane requirements for AASHTO guidelines for 50 and 55 design speeds, for comparison purposes. The left turn lane into the site at 510 feet (410 ft turn plus 100 ft taper) allows for storage and deceleration per AASHTO minimum requirements at 50 MPH design, and exceeds the minimum VDOT standards of 400 feet. VDOT review did not highlight any turn lane issues.

3. *Consistent with the traffic study's 2010 recommendation, the eastbound left-turn lane into the main site entrance and the westbound right-turn lane into the bus access lane and main site entrance should be installed prior to the opening of Phase 1 of this project. In addition, the plat should be clarified to clearly indicate the length of each turn lane proposed.*

Response: The plat has been updated to include the turn lane lengths (taper + storage)

4. *It does not appear that the right-turn lane is long enough to allow for sufficient deceleration of buses accessing the site. The right-turn lane should begin at an appropriate point prior to the bus entrance.*

Response: The right turn length into the bus area has a storage length of 410 feet to the return and 190 foot taper. The VDOT Road Design Manual requirements show a 200 foot turn lane with 200 ft taper. The increase in storage length, as measured from the bus entrance curb return, reflects adequate AASHTO deceleration area for the buses at a 55 MPH speed, with the inclusion of turn lane and taper area. The proposed design should satisfy VDOT requirements.

5. *Appropriate signage should be installed to (1) prohibit all eastbound left turns into the bus entrance, and (2) prohibit non-authorized vehicles from accessing the site via the bus entrance.*

Response: Agreed. To be including in signing and pavement marking plan for the site plan.

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6. *All-way stop control (stop signs) should be installed, pending VDOT approval, at the intersection of East Colonial Highway/Dry Mill Road and Charlestown Pike (Intersection 10) prior to the opening of Phase 1 of this project.*

Response: Agreed, condition should be added, subject to VDOT approval.

7. *The traffic study indicates that, under 2020 conditions, a dedicated eastbound left-turn lane on East Colonial Highway and a dedicated westbound right-turn lane on Dry Mill Road at Charlestown Pike (Intersection 10) would improve overall intersection LOS at this location to acceptable levels during both weekday AM and PM peak hours as well as on Saturday. A contribution commensurate with the site impacts should be provided.*

Response: The applicant will commit to a pro-rated contribution for future intersection improvements, and would contribute to the County Transportation fund prior to the opening of Phase 2 of the park.

8. *The traffic study indicates that, under 2020 conditions, the installation of a mini-roundabout at the intersection of East Colonial Highway and Hamilton Station Road (Intersection 3) would result in acceptable LOS at this location during both the weekday AM and PM peak hours as well as on Saturday. Further discussion on potential improvements at this location is necessary and need to include the Town of Hamilton as the intersection is in close proximity to the town limits. OTS staff requests further information as to whether a traffic signal was considered for this location. In any case, a contribution commensurate with the site impacts should be provided.*

Response: The applicant will commit to a pro-rated contribution for future intersection improvements, and would contribute to the County Transportation fund prior to opening of Phase 2 of the park.

In evaluating mitigation measures, the analysis did consider if signalization would be appropriate, but based on the projected 2020 peak hour volumes, a signal would not be warranted based on MUTCD volume guidelines. VDOT would typically require a multi-hour warrant study for an existing intersection to justify signal installation, so review of a roundabout was included as potential alternative. Note that the LOS is adequate with phase 1 of development.

9. *OTS staff recommends that the multi-use path along the length of site should be increased to 10 feet in width per AASHTO guidelines.*

Response: A multi-use trail has been added along the frontage of the property. It will be 10' in width when constructed in the future.

Please find the attached 10 copies of the plan sets. Let us know if you have any questions regarding this resubmission. We look forward to seeing the successful completion of this application.

Respectfully Submitted,

Patton Harris Rust & Associates



Mark Thomas, CLA
Director of Planning and Landscape Architecture

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1. **Substantial Conformance** The property shall be developed in substantial conformance with the special exception plat prepared by Patton Harris Rust and Associates dated February 2009 and revised through September 28, 2009. Approval of this application does not relieve the Applicant of any Zoning Ordinance, Codified Ordinance, or any other requirement.
2. **Enhanced Buffering** The special exception use shall provide enhanced vegetative buffering along the western and southern boundaries of the parcel which abut residential uses. The purpose of this enhanced buffering is to minimize the lighting and noise impacts to the adjacent properties. The buffering shall be a minimum of one row of 6 foot tall evergreens spaced 15 feet apart in addition to the Type 2 side yard and Type 3 front yard buffers required for the western and southern yards respectively. However, spacing for the enhanced buffer plantings may be altered to accommodate the interspersation among existing trees. Planting choices may include any native species the Loudoun County Urban Forester in coordination with the Loudoun County Horticulturist deems appropriate to satisfy this purpose. The enhanced buffering shall be maintained to assure viability of the plantings, and replace any diseased or dying vegetation.
3. **Tree Conservation Areas** The special exception use shall ensure sustainability of the tree conservation areas, identified as TCA areas on the Special Exception plat and inclusive of, at minimum, the "Moon Tree" (10 inch sweet gum) labeled "Individual Tree to be Preserved in situ" on the plat and the large pin oak at the northwestern corner of the site near the Existing Irrigation Well A. Removal of tree conservation areas will be permitted only if recommended by a certified arborist. Maintenance of the tree conservation areas shall be actively provided by the Applicant in conformance with Virginia Forestry guidelines.
4. **Moon Tree** To ensure sustainability of the unique "Moon Tree" the area shall be specified on the plat as an "Individual Tree to be Preserved in situ". To ensure preservation onsite there shall be:
 - a. No future site alteration or land disturbance within 30 feet of the tree in accordance with Section 7.303 of the Facilities Standards Manual addressing critical root zone preservation with the exception of the retaining wall area. No land disturbance shall occur within 24 feet of the tree in the retaining wall construction area;
 - b. A plaque explaining the tree's significance and history;
 - c. 4 foot welded wire tree protection fence during construction with "Tree Protection" signage in English and Spanish spaced no more than 30 feet apart all the way around the tree protection fence;

5. **Lighting** The Applicant shall conduct light meter readings upon the completion of the construction/installation of each lighted ball field to ensure that light spillage from the park and ambient light does not exceed 0.09 foot-candles at the nearest property line of PIN #346-45-2753. The ballfield lights shall not be illuminated between August 1 and December 20 until the County has a light study demonstrating a minimum of six months of daily monitored field lighting showing no more than 0.09 foot-candles at the nearest property line of PIN #346-45-2753. The monitoring shall include readings during heavily overcast and other similar weather conditions to ensure worst case light reflectance has been measured
- a. If readings are found to be above 0.09 foot-candles for any single field or combination of fields then lights shall not be illuminated from August 1 thru December 20. If subsequent modifications are made to reduce readings to the 0.09 threshold, then the lights shall be monitored for the six-month period described above following the modifications.
 - b. All ballfield lighting shall be controlled by PRCS staff. When permitted, ballfield lights shall not be illuminated past 11 P.M. The playing field light fixtures shall be energized only during periods of scheduled and permitted use and shall be extinguished within 15 minutes of the end of the organized sporting event, in accordance with current PRCS procedure.
 - c. All exterior light fixtures shall be "full cut-off outdoor lighting fixtures" as defined by the Illuminating Engineering Society of North America (IESNA). Light will be directed inward and downward toward the interior of the Property, away from the public streets and the nearby residential properties. Lighting shall incorporate non-glare bulbs and fixtures.
 - d. Year round use of the lights shall be permitted only when the light study readings required above have been submitted and approved by the Zoning Administrator. If readings from the light study are found to be above 0.09 foot-candles for any single field or combination of fields then lights shall not be illuminated from August 1 thru December 20.
6. **Hydrogeologic Assessment** Completion of a hydrogeologic assessment shall occur prior to the construction of the irrigation system for the Phase 2 ballfields to ensure adequate water supplies in this limited water supply area. Provision of this assessment shall occur prior to building/zoning permit issuance for any part of Phase 2 which requires an irrigation system.
7. **Water Conserving Measures – Facilities** The Applicant shall install low flow fixtures and waterless urinals in all restrooms. Alternative comparable equivalent performing technologies that support water conservation may be provided.
8. **Water Conserving Measures- Site** The Applicant shall install infiltration measures within the Active Recreation Park portion of the park to provide water infiltration onsite. Construction of grass swales, infiltration ditches, infiltration trenches or other

methods to carry water for infiltration shall be provided. Curb and gutter shall not be provided throughout the site.

9. **Roadways** Left and right turn lanes at the entrance to the park on East Colonial Highway shall be constructed prior to the opening of any portion of Phase 1 of the Active Recreation Park or Commuter Park and Ride Parking Lot. The turn lanes shall be constructed in accordance with Loudoun County and VDOT standards.
10. **Signage** Appropriate Signage shall be installed to prohibit all eastbound left turn lanes into the bus entrance and to prohibit non-authorized vehicles from accessing the site. All-way control (stop signs) shall be installed, pending VDOT approval, at the intersection of East Colonial Highway/Dry Mill Road and Charles Town Pike prior to the opening of Phase 1 of the project.
11. **Fair Share Contribution** The Applicant shall provide a pro rata contribution of \$130,000 toward future intersection improvements at the East Colonial Highway/Hamilton Station Road intersection prior to the opening of Phase 2 of the park.
12. **Trail Phasing** The Applicant shall construct Phase 1 of the regional trail along the frontage of the property adjacent to East Colonial Highway for that portion of the property extending from the western boundary east to the eastern end of the shared use commuter parking lot prior to the opening of Phase 1. Phase 2 of the trail construction from the eastern end of the shared use commuter parking lot to the eastern parcel boundary shall occur at a future time when the availability to connect to the Washington and Old Dominion Trail or any other regional trail between the eastern parcel boundary and the Washington and Old Dominion Trail to the east has been secured.
13. **Offsite Trail** Trail extension offsite to the east to connect with the W&OD trail, and to the west to connect with the sidewalks at the Town of Hamilton, shall be provided prior to completion of Phase 2 of the development of this site. Should the Board of Supervisors by resolution choose not to fund the trail connection then this condition will be null and void.
14. **Noise** Noise levels emanating from a public address system shall not exceed 55dB at the nearest property line. Amplified sound shall not be used other than for sporting events within the park ballfields.
15. **Phasing of Site Construction** Phase 1 of the site shall encompass one 90 foot baseball field; 60 parking spaces; the Commuter Park and Ride Parking Lot; access and bus turn around; one restroom facility; and Phase 1 trail portion. All remaining facilities, parking, ballfields, and trails shall be provided with Phase 2 construction.

1. **Substantial Conformance** The property shall be developed in substantial conformance with the special exception plat prepared by Patton Harris Rust and Associates dated February 2009 and revised through September 28, 2009. Approval of this application does not relieve the Applicant of any Zoning Ordinance, Codified Ordinance, or any other requirement.
2. **Enhanced Buffering** The special exception use shall provide enhanced vegetative buffering along the western and southern boundaries of the parcel which abut residential uses. The purpose of this enhanced buffering is to minimize the lighting and noise impacts to the adjacent properties. The buffering shall be a minimum of one row of 6 foot tall evergreens spaced 15 feet apart in addition to the Type 2 side yard and Type 3 front yard buffers required for the western and southern yards respectively. However, spacing for the enhanced buffer plantings may be altered to accommodate the interspersation among existing trees. Planting choices may include any native species the Loudoun County Urban Forester in coordination with the Loudoun County Horticulturist deems appropriate to satisfy this purpose. The enhanced buffering shall be maintained to assure viability of the plantings, and replace any diseased or dying vegetation.
3. **Tree Conservation Areas** The special exception use shall ensure sustainability of the tree conservation areas, identified as TCA areas on the Special Exception plat and inclusive of, at minimum, the "Moon Tree" (10 inch sweet gum) labeled "Individual Tree to be Preserved in situ" on the plat and the large pin oak at the northwestern corner of the site near the Existing Irrigation Well A. Removal of tree conservation areas will be permitted only if recommended by a certified arborist. Maintenance of the tree conservation areas shall be actively provided by the Applicant in conformance with Virginia Forestry guidelines.
4. **Moon Tree** To ensure sustainability of the unique "Moon Tree" the area shall be specified on the plat as an "Individual Tree to be Preserved in situ". To ensure preservation onsite there shall be:
 - a. No future site alteration or land disturbance within 30 feet of the tree in accordance with Section 7.303 of the Facilities Standards Manual addressing critical root zone preservation with the exception of the retaining wall area. No land disturbance shall occur within 24 feet of the tree in the retaining wall construction area;
 - b. A plaque explaining the tree's significance and history;
 - c. 4 foot welded wire tree protection fence during construction with "Tree Protection" signage in English and Spanish spaced no more than 30 feet apart all the way around the tree protection fence;

5. **Lighting** Lighting for the Commuter Park and Ride Facility shall be designed and constructed to minimize light trespass and the view of lighting from off-site, specifically:
- a. Parking lot lighting shall be cut-off or powered down during nighttime hours after commuter usage.
 - b. For all parking lot lighting, there shall be a maximum average illumination over the parking lot of two (2) foot-candles, and the maximum illumination at the property line shall be no more than 0.025 footcandles above the ambient light in existence prior to the development of the park and ride lot.
 - c. All exterior light fixtures shall be "full cut-off outdoor lighting fixtures" as defined by the Illuminating Engineering Society of North America (IESNA). Light will be directed inward and downward toward the interior of the Property, away from the public streets and the nearby residential properties. Lighting shall incorporate non-glare bulbs and fixtures.
 - d. The mounting height of any freestanding exterior lighting fixtures shall not exceed 20 feet. Height shall be measured from the ground surface to the bottom of the lighting fixture.
6. **Water Conserving Measures – Facilities** The Applicant shall install low flow fixtures and waterless urinals in all restrooms. Alternative comparable equivalent performing technologies that support water conservation may be provided.
7. **Water Conserving Measures- Site** The Applicant shall install infiltration measures within the Active Recreation Park portion of the park to provide water infiltration onsite. Construction of grass swales, infiltration ditches, infiltration trenches or other methods to carry water for infiltration shall be provided. Curb and gutter shall not be provided throughout the site.
8. **Roadways** Left and right turn lanes at the entrance to the park on East Colonial Highway shall be constructed prior to the opening of any portion of Phase 1 of the Active Recreation Park or Commuter Park and Ride Parking Lot. The turn lanes shall be constructed in accordance with Loudoun County and VDOT standards.
9. **Signage** Appropriate Signage shall be installed to prohibit all eastbound left turn lanes into the bus entrance and to prohibit non-authorized vehicles from accessing the site. All-way control (stop signs) shall be installed, pending VDOT approval, at the intersection of East Colonial Highway/Dry Mill Road and Charles Town Pike prior to the opening of Phase 1 of the project.
10. **Fair Share Contribution** The Applicant shall provide a pro rata contribution of \$130,000 toward future intersection improvements at the East Colonial Highway/ Hamilton Station Road intersection prior to the opening of Phase 2 of the park.

12. **Trail Phasing** The Applicant shall construct Phase 1 of the regional trail along the frontage of the property adjacent to East Colonial Highway for that portion of the property extending from the western boundary east to the eastern end of the shared use commuter parking lot prior to the opening of Phase 1. Phase 2 of the trail construction from the eastern end of the shared use commuter parking lot to the eastern parcel boundary shall occur at a future time when the availability to connect to the Washington and Old Dominion Trail or any other regional trail between the eastern parcel boundary and the Washington and Old Dominion Trail to the east has been secured.
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13. **Phasing of Site Construction** Phase 1 of the site shall encompass one 90 foot baseball field; 60 parking spaces; the Commuter Park and Ride Parking Lot; access and bus turn around; one restroom facility; and Phase 1 trail portion. All remaining facilities, parking, ballfields, and trails shall be provided with Phase 2 construction.

County of Loudoun
Department of Planning
MEMORANDUM

DATE: December 3, 2009

TO: Loudoun County Planning Commission

FROM: Jane McCarter
Project Manager, Land Use Review

SUBJECT: December 10, 2009 Planning Commission Worksession:
SPEX 2009-0004; SPEX 2009-0015; and CMPT 2009-0003
Scott Jenkins Memorial Park

BACKGROUND:

The Planning Commission held a Public Hearing on the Scott Jenkins Memorial Park (SJMP) application on October 15, 2009. At the Public Hearing, 17 members of the public spoke regarding the application. The majority of the speakers spoke in favor of the applications while noting concerns with the lighting impacts to the existing horticultural use and nearby residential neighborhoods; the potential traffic impacts to business Route 7; noise and hours of operation affects upon nearby residential neighborhoods and the need for additional ballfields within the County.

Discussion from the Planning Commission included questions regarding park users and the hours for each use; how does the lighting of the ballfields and park and ride lot affect the existing adjacent horticultural use; light mitigation measures; and impacts of lighting adjacent to other horticultural enterprises. To allow for further discussion, the Commission voted 8-0-1 (Broderick absent) to forward the application to worksession.

PLANNING COMMISSION DISCUSSION AND QUESTIONS

1. **Does the County already have ownership of the Virts Property, or will it be donated after approval of the application, or is there another arrangement?**

A portion of the property, 25 acres, was offered as a gift option to the Loudoun County Board of Supervisors by the Virts Family in memoriam of their nephew Scott Jenkins with the understanding that Loudoun County would provide an active park and purchase the remaining portion of the property. On July 1, 2008 the Board of Supervisors voted to purchase an additional 11 acres from the Virts to bring the total future park size to 35 acres. The Board of Supervisors has committed to funding Phase 1 of the park which includes the shared use commuter parking lot; a 90 foot baseball field; 60 space parking area for the baseball field; and a restroom facility.

2. **When the property was gifted to the County was there a contract stipulation that the ballfields will be lighted?**

DPRCS states there is not a contractual or implied agreement that the ballfields would be lighted.

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3. What by-right uses are possible for this property if the application is denied?

The by-right uses for this property include those uses permitted in the AR-1 district as noted in Table 2-102 of the Revised 1993 Zoning Ordinance. A partial listing of the permitted uses include agricultural, residential, public safety, religious assembly, utilities, retail sales and service as well as telecommunications.

4. Who would be using the park – is it considered a community park for local residents or would the users be Countywide? Who has priority for use of the fields?

This park is considered a community park and is predominantly for the residents in the area. However, there could be events that would attract people from other areas as well.

The Department of Parks, Recreation and Community Services (DPRCS) stated all County facilities are available for rental, however, the policy is to allocate the facilities to DPRCS programs first, then to the youth sports leagues, and then to make the facilities available for rental to others on a space available basis. Currently the needs of the youth sports leagues are so great that these are the predominant users outside of the County programming.

5. Are there any other parks in the rural area that have lights?

There is an approved special exception, SPEX 2004-0009, for the Upper Loudoun Youth Football League project that will have a lighted stadium, practice fields, and 2 lighted softball fields. This facility will be located north of Purcellville at Fields Farm. There is a second facility in Purcellville, Fireman's Field, that is also a lighted facility. While both Fireman's Field and the nearby Mickie Gordon Park are lighted facilities neither is owned by the County. Further afield both Lucketts and Lovettsville have lighted ballfields.

6. Are there any parks in the Suburban Policy Area that do not have lights because the community did not want the lights?

The Department of Parks, Recreation and Community Services noted with the exception to an organized community effort to preclude lights at Franklin Park there have been no other organized efforts to preclude lighted ballfields.

7. How many ballfields sites and lighted ballfields does the County have?

There are currently 23 lighted ballfields throughout the County of the 97 ballfields the County either owns or leases. The County uses 6 large (90 foot) lighted baseball fields. Two fields are located at Claude Moore Park, 2 are located at Tillett, and the 2 leased fields are located at Fireman's Field in Purcellville and Mickie Gordon Park in Middleburg.

8. Is there this type of lighting, and a measurement with a light meter possible, at another nearby location?

Onsite field comparison of the light fixtures proposed for SJMP were completed November 30, 2009. The same light fixture, Green Generation Lighting, is currently in use on the Broad Run High School baseball field.

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There was no detectable light spill from the baseball field lights at 300' from the light source. Light detected 300' and beyond is solely the ambient light for this suburban location of 0.03 footcandles. See *Attachment 6* for light meter readings confirming the data comparison for Broad Run lights.

9. **Perhaps the lighted ballfields could be limited to year round lights on the 90' baseball field and the rectangular field instead of lighting all fields.**

Limiting the lighting to the 90' baseball field and the rectangular field would not change the lighting readings at the greenhouse property line and therefore the impacts to the greenhouses. The lighting projections shown in *Attachment 7* show the lighting at the greenhouse property line is 0.00 footcandles with the lighting of all the ballfields.

Dr. Joyce Latimer of the Virginia Extension Service did appear as an expert at the public hearing to address the concerns of light impacts upon poinsettias. Dr. Latimer stated there is a disruption of flowering in poinsettias at 0.09 footcandles.

10. **Are there light barriers that could be installed on the future park side of Route 7 as an alternative to black cloth at the greenhouses?**

The ballfield light standards are 80 feet in height and the topographic information for this area shows the elevation of the ballfields and the greenhouses are each at 525-530 feet as shown in *Attachment 3*. Therefore the installation of a vegetative buffer would be unlikely to provide the protection against light infiltration for some time, a conservative estimate would be 50 years. The construction of a physical barrier is possible, but again the dimensions of this barrier would need to be significant to provide light protection from an 80 foot light.

11. **Clarify the details associated with the blackcloth alternative noted in Condition #5. Will there be a maintenance agreement?**

Installation of blackcloth within the existing greenhouses will require a significant initial and subsequent continuing outlay. The blackcloth must be mobile with adequate generator capacity to support this function. Blackcloth and the mechanisms supporting the function of the blackcloth degrade over time would need replacing every 4-5 years. Upgrades in the ventilation system as well as the structural system of the greenhouses would be required to accommodate the heat gain as well as the structural load of the blackcloth. The entire greenhouse enterprise would need to be discontinued for the installation period. Depending upon the installation period this could result in a crop loss and significant subsequent business impacts.

Staff is researching the maintenance agreement request. An update will be provided at the worksession.

12. **What are the costs for installing and maintaining the blackcloth. What would be the Ellmore's loss of revenue to accomplish this installation?**

An estimate of the costs for installing and maintaining the blackcloth has been provided by the Ellmores in *Attachment 8*. Staff is currently researching this request. An update will be provided at the worksession. As noted above the entire greenhouse enterprise would

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need to be discontinued for the installation period. Depending upon the installation period this could result in a crop loss and significant subsequent business impacts.

- 13. Are sports leagues liable if the horticultural use suffers crop damage due to the lighting?**

Staff is currently researching this request. An update will be provided at the worksession.

- 14. How will the park and ride and tournament traffic affect existing traffic?**

The park and ride lot's first bus arrives at 4:30 AM and the last bus leaves at 7:30 AM traveling east to the Routes 7 and 9 interchange. The evening commute involves the first bus arriving at 5:15 PM and the last bus leaving at 8:15 PM and proceeds via Route 704 to Purcellville.

Regarding tournament traffic, Staff is currently researching this request. An update will be provided at the worksession.

- 15. Discuss the impacts to the Williams Family Nursery located next to Claude Moore Park.**

Staff is currently researching this request. An update will be provided at the worksession.

- 16. Why are the lights on until 11:00 PM?**

Lighting until 11:00 PM is consistent with all other DPRCS facilities except Franklin Park. Franklin Park lighting has not yet been installed and is limited to 10:30 PM by special exception condition.

- 17. What is the lighting proposed for the park and ride lot and is it a concern for the adjacent horticultural use?**

The park and ride lots use shoebox style security lighting, where the light is shielded from above and the sides for directed lighting below, for the park and ride lot comparable to that used throughout the County for these sites. The distance from the nearest park and ride lot light to the greenhouses is 1300+ feet and the light readings at the property line of SJMP are 0.0 footcandles from the park and ride lot. The light standard for the security lighting is much lower in elevation at 20 feet in height than the 80 foot ballfield lights.

- 18. Hamilton Estates HOA seeks a safe pedestrian and bike access from Hamilton to the Park and a connector to the W&OD Trail.**

The connector to the W&OD Trail to the east could be made in the future. Currently there is a private property between the SJMP and nearest W&OD connection location. The connection is a future opportunity independent of this application. The County could choose to design a connection and obtain an easement over the private property or purchase the property to achieve connection to the W&OD Trail.

Regarding the connection from SJMP to the Town of Hamilton, the application provides for an onsite trail to the western property line. Additional trail connections through to

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Hamilton would require additional offsite easements and are not included in this application.

19. Who approved signs announcing the Park?

The Board of Supervisors agreed to accept the land donation for a park in July 2008. DPRCS was then tasked with erecting the sign to announce the coming park.

20. Do Dominion Power lines have lights on them?

Dominion Power power lines have no lights.

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Measuring Light:

Footcandle, Lux, Lumen, and Candela

In the lighting industry, footcandles (fc) are a common unit of measurement used to calculate adequate lighting levels of workspaces in buildings or outdoor spaces.

Since light intensity is the primary factor in the photosynthesis of plants, horticulturalists often measure and discuss optimum intensity for various plants in footcandles. Full, unobstructed sunlight has an intensity of approximately 10,000 fc. An overcast day will produce an intensity of around 1,000 fc. The intensity of light near a window can range from 100 to 5,000 fc, depending on the orientation of the window, time of year and latitude.

The **lux** (lx) is the International System of Units (SI) *unit of illuminance*. One footcandle is equal to approximately 10.764 lux, although in practical applications, as when measuring room illumination, it is very difficult to measure illuminance more accurately than $\pm 10\%$, and for many purposes it is quite sufficient to think of 1 footcandle being equal to 10 lux.

The **footcandle** (or lumen per square foot) is a *non-SI unit of illuminance*. Like the BTU, it is obsolete but it is still in fairly common use in the United States, particularly in construction-related engineering and in building codes. Because lux and footcandles are different units of the same quantity, it is perfectly valid to convert footcandles to lux and vice versa.

The **lumen** (lm) is the *SI unit of luminous flux*, a measure of the power of light perceived by the human eye. Luminous flux is adjusted to reflect the varying sensitivity of the human eye to different wavelengths of light.

The **candela** (cd) is the *SI base unit of luminous intensity*. A common candle emits light with a luminous intensity of roughly one candela. A light source that uniformly radiates one candela in all directions radiates a total of 12.6 lumens.

A footcandle is defined as the amount of illumination the inside surface of a 1-foot radius sphere would be receiving if there were a uniform point source of one candela in the exact center of the sphere. Alternatively, it can be defined as the illuminance on a 1-square foot surface of which there is a uniformly distributed flux of one lumen. This can be thought of as the amount of light that actually falls on a given surface. The foot-candle is equal to one lumen per square foot.

Therefore:

10 lux = 1 footcandle = 1 lumen per square foot and 12.6 lumens = 1 candela

Patton Harris Rust & Associates

Engineers. Surveyors. Planners. Landscape Architects.



208 Church Street, SE
Leesburg, VA 20175
T: 703.777.3616
F: 703.777.3725

Memorandum

To: Jane McCarter

Organization/Company: Loudoun County Department of Planning

From: Mark Thomas

Date: December 2, 2009

Project Name/Subject: Scott Jenkins Memorial Park

PHR+A Project file Number: 13608-2-0

cc: _____

RECEIVED
DEC 02 2009
PLANNING DEPARTMENT

In response to several outstanding issues discussed at the Planning Commission Public Hearing on October 15th, 2009 the applicant offers the following:

History of Park / Park and Ride Location and Use

- A portion of this property (11.43 acres) was purchased by the county upon gift of the additional parcel (23.67 acres) by the Virts Family (Virts Holdings, LLC). The acceptance of gift upon closing was approved at the Board of Supervisors meeting on July 1, 2008. It was agreed by both parties Virts Family and the Board of Supervisors that the park be named Scott Jenkins Memorial Park.
- In the same meeting it was further moved that there be \$800,000 in Capital Project Contingency account funds and \$1,000,000 in gas tax funds be designated to develop a 90' baseball field and the parking infrastructure for Phase I of the Community Park as well as the Hamilton Area Park & Ride Lot.

Signage

- The signage on the property is similar to other County owned parcels designating future uses and information for the public. All signage will conform to the zoning ordinance requirements.

Field Necessity

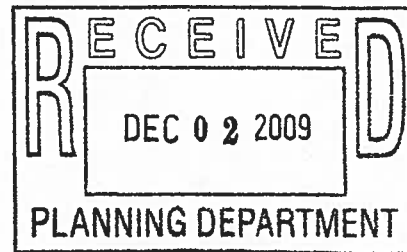
- There are 97 Loudoun County (PRCS?) owned ball fields in the county
- There are 189 Loudoun County Public School Fields
- There are currently 23 lighted ball fields of which 21 are owned by PRCS. 2 are leased, Mickey Gordon and Fireman's Field.
- There are no county owned lighted baseball fields for Fall baseball play west of Leesburg.
- Fireman's Field is used by Loudoun Valley Baseball (there is no field at the High School) and is used by Football in the Fall. And Mickey Gordon near Middleburg is not owned by the County. These two facilities are leased by PRCS.

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Lighting

- The applicant continues to state that the proposal meets the zoning ordinance requirements for county owned sports fields used for competitions.
- Per comments from Commissioner Austin the applicant has evaluated the accuracy of the computer model photometrics as compared to the actual field results of a similar system to that which is proposed at Scott Jenkins Memorial Park.
- The applicant also evaluated with light metering the distances from an existing system with and without lighting to determine the ambient light vs the lighting with the ball field illuminated.
- The field testing was done with hand held light meters from Gossen Mavalux 5032C USB hand held device.
- This is designed to work with a wide range of applications: for light technicians, for the control of light sources, street lights, lighting of work places, public buildings, sports facilities; for quality control and quality assurance in the manufacture of lamps and light sources; for light designers and architects; for measurements in agriculture and horticulture. Both MAVALUX types allow measuring very high light intensities (brightest daylight, head lights) without any additional accessories. Especially the MAVOLUX 5032 B having an initial sensitivity of 0.01 lx allows measuring extremely low light intensities, such as emergency lighting. Most important: The MAVOLUX 5032B is optimally suited for certification and official inspection procedures due to its high precision acc. to Class B. (from Gossen Website)
- The field run comparison test was taken at the property line in locations that were pre-determined by the computer model for the new lighting at Broad Run High School.
- We took a several readings and determined that the computer model was accurate and, if anything, a bit conservative. There are two results shown below. Point A computer model was 2.52 Footcandle (FC) while the field results were 2.27 FC. Point B computer model was 4.68 FC and the field result was 4.00 FC. Point C was 4.32 on the computer model and only 3.10FC in the field.
- The field run testing the footcandle readings distancing from the similar ball field lighting went as follows.
 - About 300' from the home plate of the ball field read .03 without the lighting and .06 with the lighting.
 - About 600' from the home plate of the ball field read .02 without lights and .04 with the lights turned on.
 - About 800' from the home plate of the ball field read .03 without lights (no clouds) and .03 with the lights on. This means that there is not a noticeable light increase over ambient light at the 800' mark from home plate. The closest greenhouse used for poinsettias is over 870' from the proposed home plate location.

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AS SHOWN

LUMINAIRE	QTY	TYPE	WATTAGE	WATTAGE
YH VZ	4	4	0	0
YH VZ	9	9	0	0
YH VZ	4	4	0	0
	42	42	0	0

Field Testing - vs- Computer Model



GUARANTEED PERFORMANCE

ILLUMINATION SUMMARY

Property Line

Broad Run HS BB
Ashburn, VA

Property Line

Grid Spacing = 30.0'
Values given at 3.0' above grade

Luminaire Type: Green Generation
Rated Lamp Life: 5000 hours
Avg Lumens/Lamp: 134,000

CONSTANT ILLUMINATION HORIZONTAL FOOTCANDLES

Entire Grid	
No. of Target Points:	20
Average:	2.5113
Maximum:	6.53
Minimum:	0.05
Average Lamp Util. Factor:	0.999
Number of Luminaires:	42
Avg KW over 5000 hours:	65.69
Max KW:	71.4

Guaranteed Performance: The CONSTANT ILLUMINATION described above is guaranteed for the rated life of the lamp.

Field Measurements: Averages shall be $\pm 10\%$ in accordance with ESNA RP-5-01 and IESNA LG-4. Individual measurements may vary from computer predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the ballast and structures located within 3 feet (1m) of design locations.

By: WJH/MW

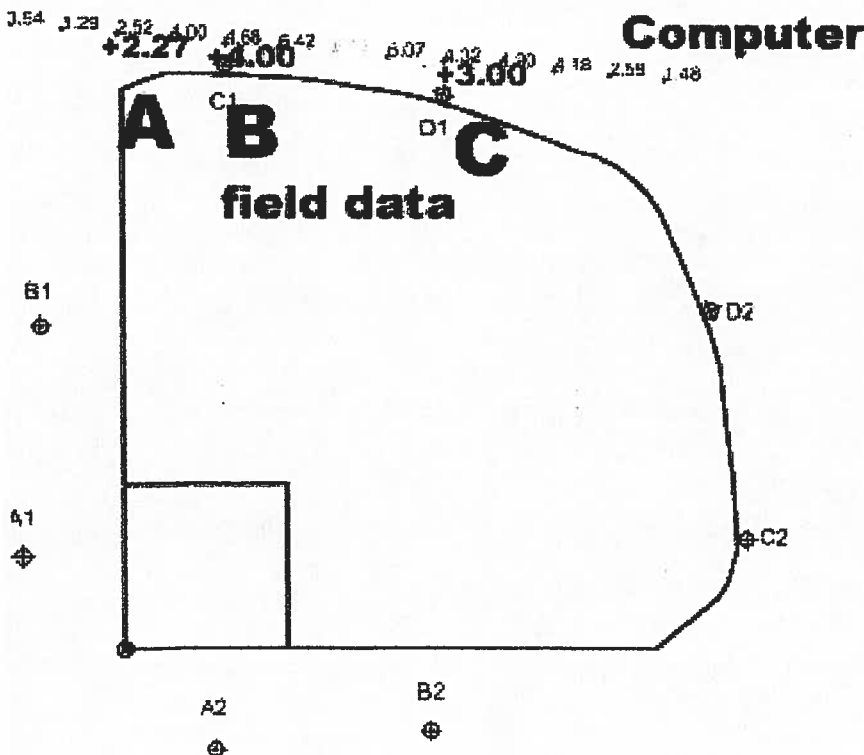
File # 2579066R3

Date: 16-Nov-07

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Print Date: 16-Nov-2007 11:41 AM

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Note: locations of dimensions are relative to (0,0) reference points.